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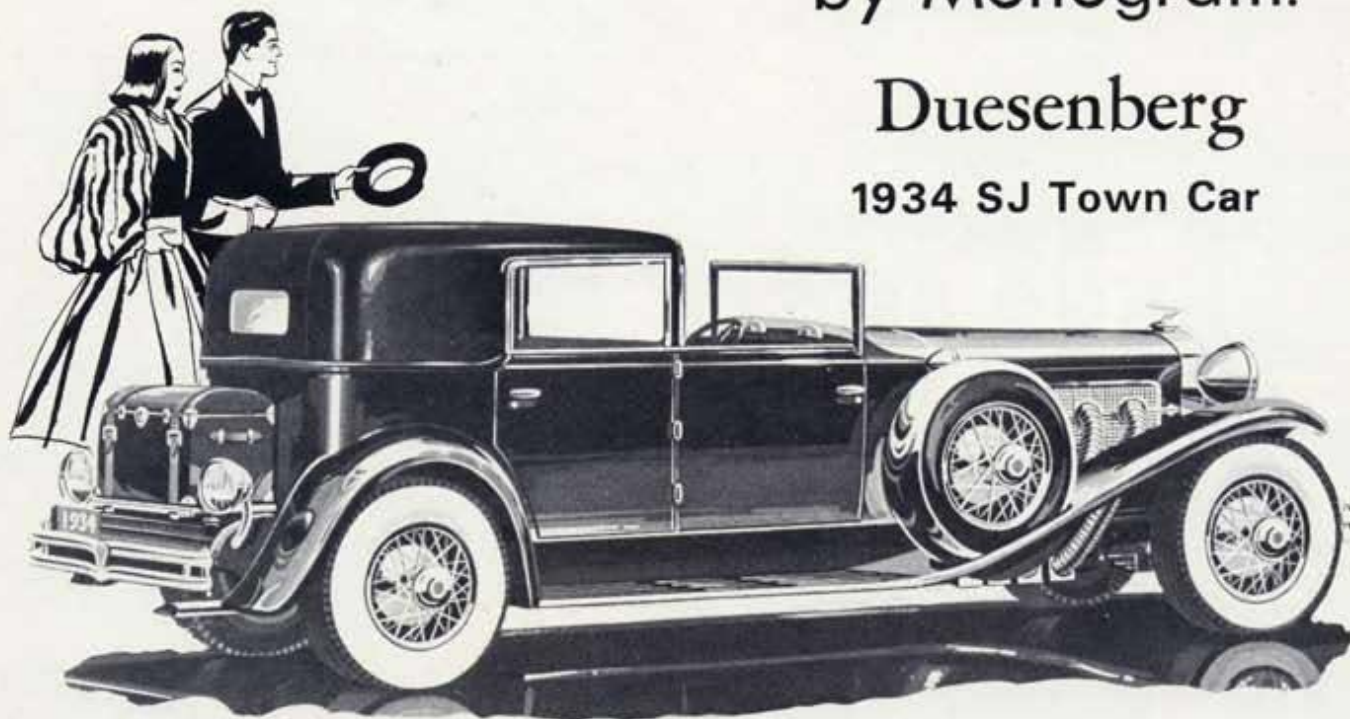
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"The Official Voice
of NAMRA-HOCCI"



Volume 6, Number 8

August, 1968

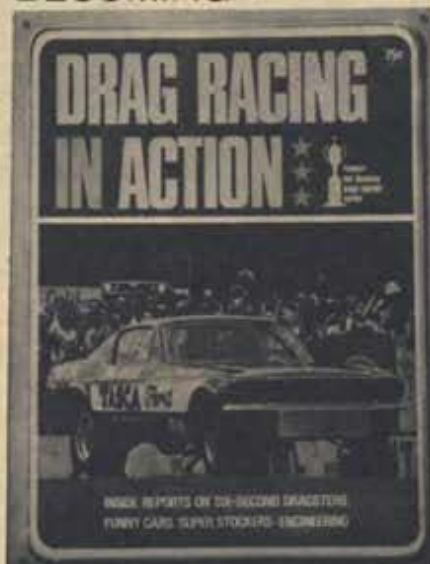
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ON THE COVER—Denny Hulme, on the starting grid at Brands Hatch, England in the new McLaren M7A. Photography by David Windsor.

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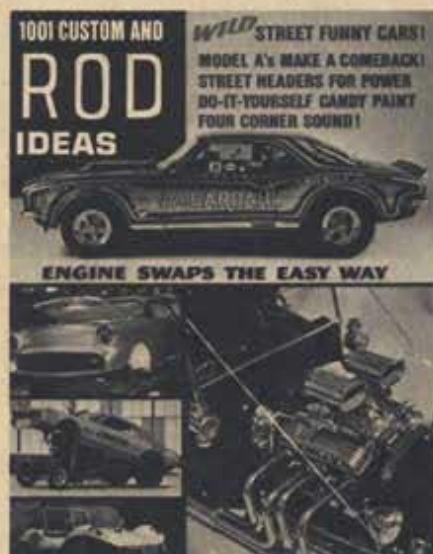
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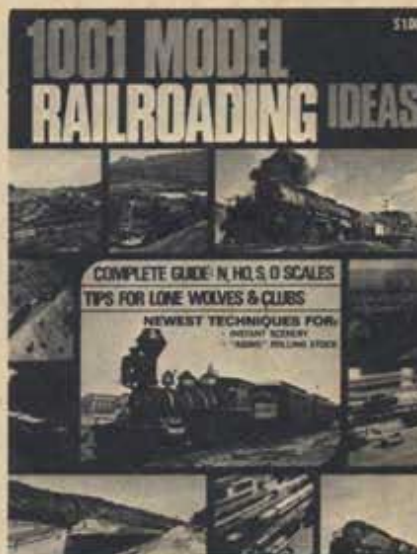
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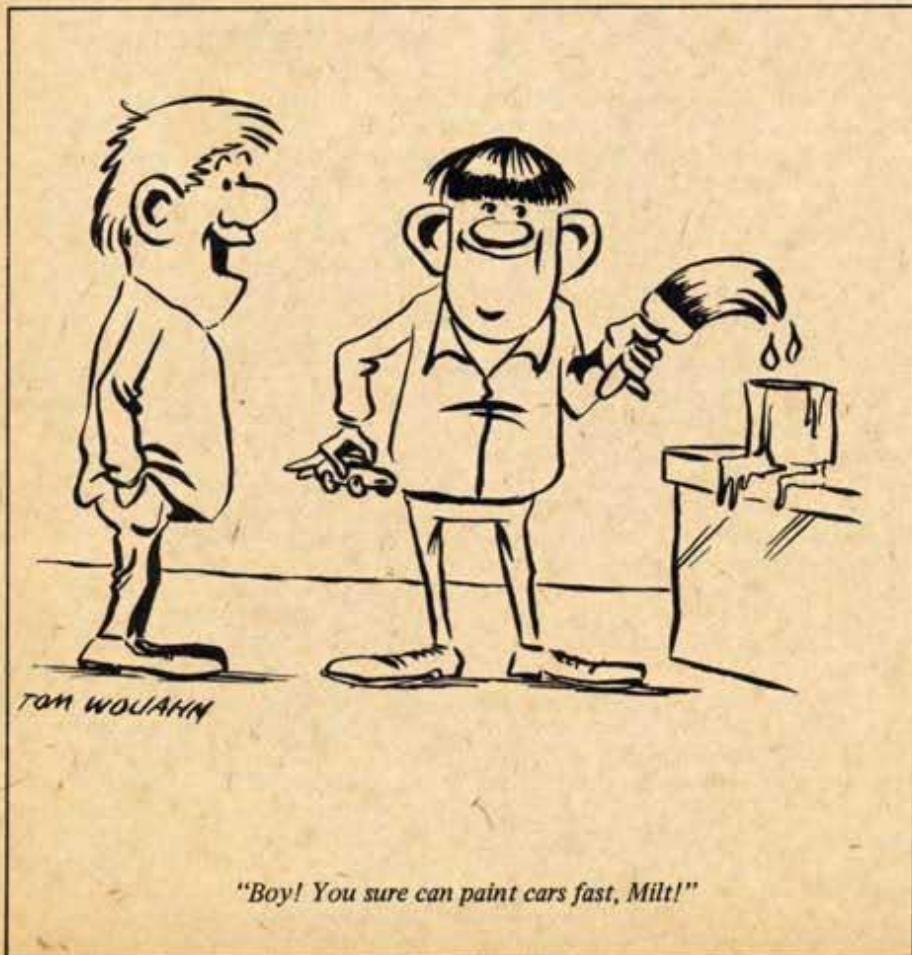
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Model of the Month
Japanese Zero



August 1968/5

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model mail



we love slot racing, too!

Eugene Wong St. Catharines,
Ont. Canada

Shucks, Eugene, we're not isolationists out here, and we'll gladly print news from your area if you can muster up an intelligent writer to send us some. If you know of anyone, or if you want to take a whack at it yourself, drop us a proposal, with a sample of your writing style, and tell us what you would be reporting on each month. We'll be glad to look it over and give you an honest answer.

AN EMMONS FAN

This Don Emmons cat is out of sight! I enjoyed his article "Emmons Builds A Funny Car" but would like to know how he made that dragstrip that the car is pictured sitting on? (Page 15, June MCS-Ed.) Could you run an article on how to build one like it? I enjoy your mag very much. More Emmons stuff, please.

Jeff Kichirler
Vienna, W. Va.

We'll ask him if he can whip one up, Jeff. And Don thanks you for the compliments. We intend to run plenty of Emmons articles in the future.

PEN PAL WANTED

This letter is to express my thanks for such an enjoyable and fact-filled magazine. I usually pick your mag up at the local P-X, and never miss an issue. Your mag has helped me tremendously in developing my '49 Ford, which I plan to enter in your Model Of The Month Contest, soon. Watch for it, okay?

I would appreciate it if you could possibly send me the address of another serviceman who has a deep interest in model cars, so I can exchange building and customizing ideas. This would give me someone to write to, and look forward to receiving mail from. It would really be something if you could send the address of a cute 21 year old WAC! PFC Noah Dillion RA 11658117 CMR No. 3 Box 8028 Ft. Rucker, Ala. 36360

Now you really seem to be a fellow who knows what he wants, Noah! We're printing your full address, and it wouldn't surprise us if you're flooded with letters. Maybe not from WACS, but at least from other model builders. And we'll be watching for that model, so as soon as it's finished, sock it to us!

HOW ABOUT CANADIAN COVERAGE?

MCS is a groovy mag, but it lacks one thing—Canadian coverage. How about a column devoted to the coverage of Canadian slot racing? You have articles from all parts of the U.S.A. but none from up here. Slot racing is not just an American sport, you know. You Californians may think the sun shines only on your state, but it just ain't so! Come on, Flower Children,

HERE'S A TIP — NO CHARGE

I have a way of gluing clear plastic headlight lenses to a model car body without the use (or mess) of glue. Spray some Testor Chip Guard into a paint can cap, then brush it onto the part to which the clear lens is to be glued. Let it set a few seconds, then place the lens into position. Put a layer of Chip Guard on the part, lens and all. Looks great, and it's not messy!

How about an article on scratch buildings and detailing a 1/32 scale Eagle F-1 (Dan's)? Also, how about one on detailing a Lola 3B to look like Gurney's "RAC" special that he used in the 1967 Can-Am?

Stanley D. Sheck
Zanesville, Ohio

Stan, we've got so many 1/32 articles in the works, you won't believe it. We'll do our best to cover the two cars you like. And thanks for that tip. I'm sure a lot of our readers will be able to put it to good use.

WE MADE A MISTAKE, GUYS

Hey, people, are you sure the price of that Revell Firebird 400 and the Cougar is \$8.00? (Hobby Show Announcements, May MCS - Ed.) I think it's more like \$6.00, which to me is a great price for a 1/32 ready-to-

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Fred Fallow
Miami, Calif.

You're right, Fred. Our apologies to Revell. These two 1/32 home set cars do indeed sell for just \$6.00 each. They run good, too!

THANKS FOR THE SLOT COVERAGE

One of your competitors in the magazine business seems to have cut way back on coverage of slot racing. I'm glad to see you still run many articles on our great sport. You surely don't plan any such cutback, do you?

There are a lot of us guys out here, you know!

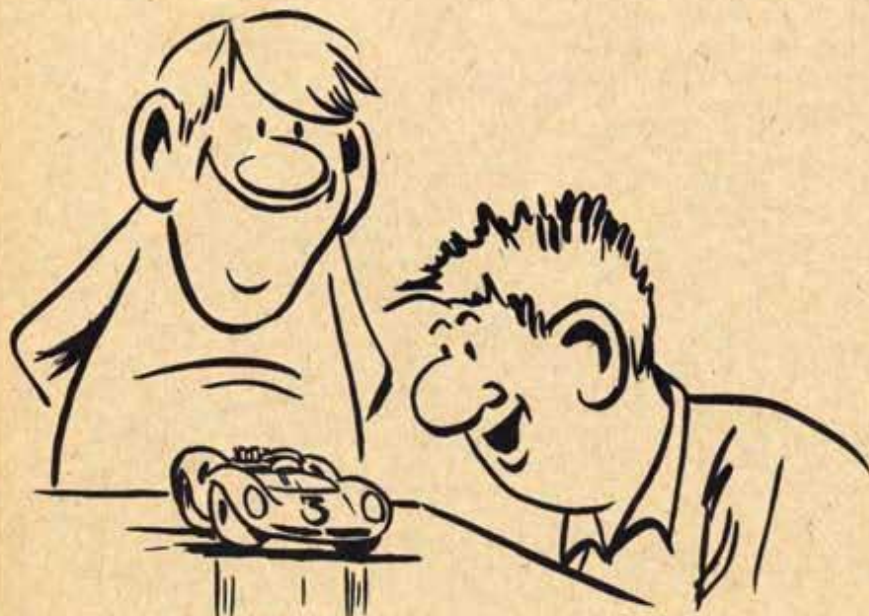
John Dolan
Whittier, Calif.

We sure don't plan a cutback, John! Many people are running around with the idea that slot racing is a thing of the past. Nothing could be further from the truth! We're sponsoring the NAMRA-HOCCI races, and the USRA racing here in the Los Angeles area. We can say, without fear of contradiction, that slot racing is really alive and well, and getting better! We'll be covering slot racing to the fullest extent possible in all future issues.



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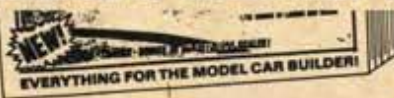


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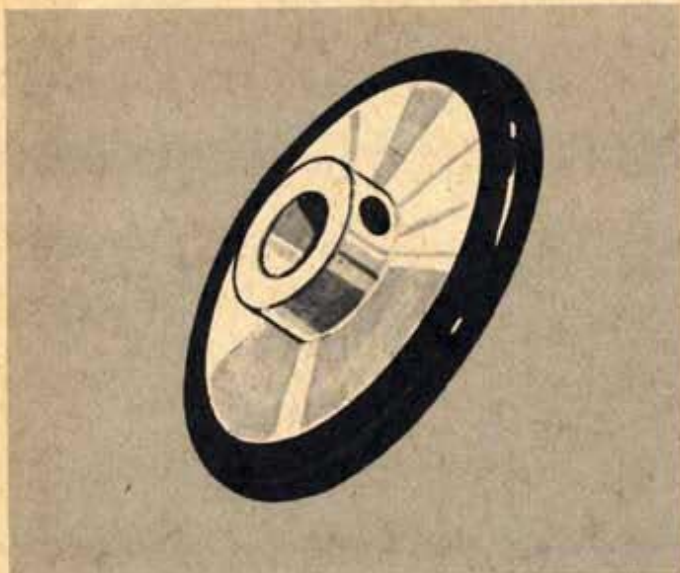


Three new 1/32 scale kits from MPC include the Porsche Carrera, Aston Martin DB-5 and the Ferrari 250LM. Each kit contains a model display stand plus a full-color racing scene, the perfect backdrop for a model car display. Each car can also be converted easily to slot racing. At 75 cents each, they're a real bargain. Check your local hobby shop or department store now!



A new line of slot racing cases is available now from Haddon Metalastic Products Company, Dept MCS, Box 146, RR No. 3, Sewell, New Jersey 08080. Dubbed the "Tiger Traps" slot racing case, they're offered in three sizes, varying in price from \$8.98 to \$16.98. For more information, write direct to the company.



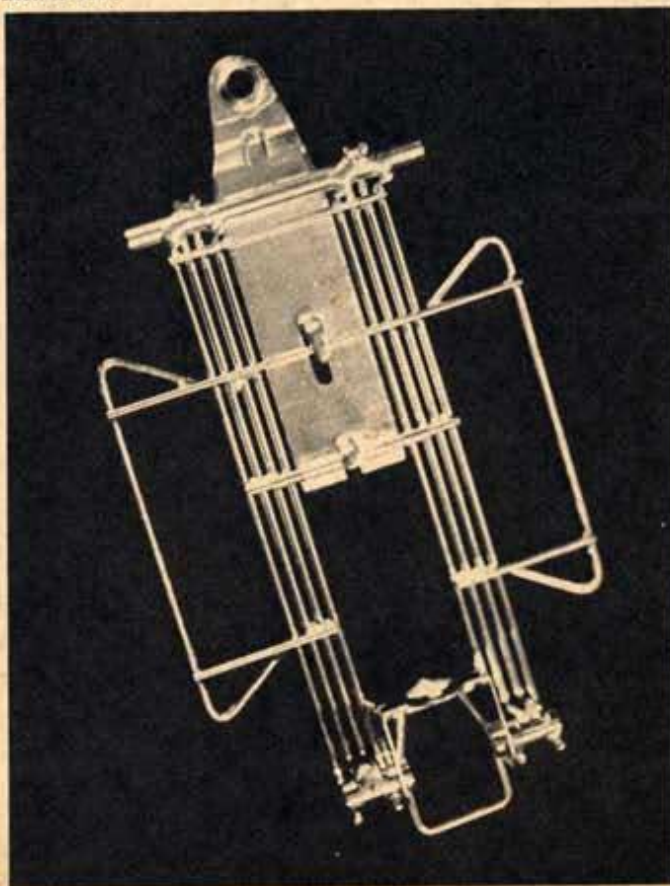


AJ's National Raceways announced a new front wheel and tire set. Named "Front Masters" they're good for 1/32 and 1/24 scale cars. Wheels are precision, polished aluminum with hard rubber "O" rings. Available in three styles, 5-40 threaded, pin-hole and set-screw. Priced from 49 cents to 59 cents per pair. And AJ's "Brand X" rear tires and wheels are new too! The closed cell sponge rubber is electronically fused to the wheels. Set screws secure them to stainless steel axles. Priced at \$1.59 per pair. Write directly to AJ's National Raceways, Dept MCS, PO Box 31228, Indianapolis, Ind. 46231, or see them at your hobby shop or raceway.

Champion keeps pumping out the new goodies! Check its new brass rod frames for sports cars (4") and stock cars (4½") that let you compete with the pros instantly! Prices at \$5.98, this brass chassis is an excellent bargain. Champion also has released its new "Pro 400" hand controller, with SSSS (Super Smooth Short Stroke). An 8 ohm resistor is standard equipment. Phone plug is already attached. The heavier control wire has only 1/10 ohm resistance. Price: \$6.98. For a complete price list of all Champion parts, send a self-addressed, stamped envelope to Champion of Chamblee, Dept MCS, 5620 New Peachtree Road, Chamblee, Ga. 30005.



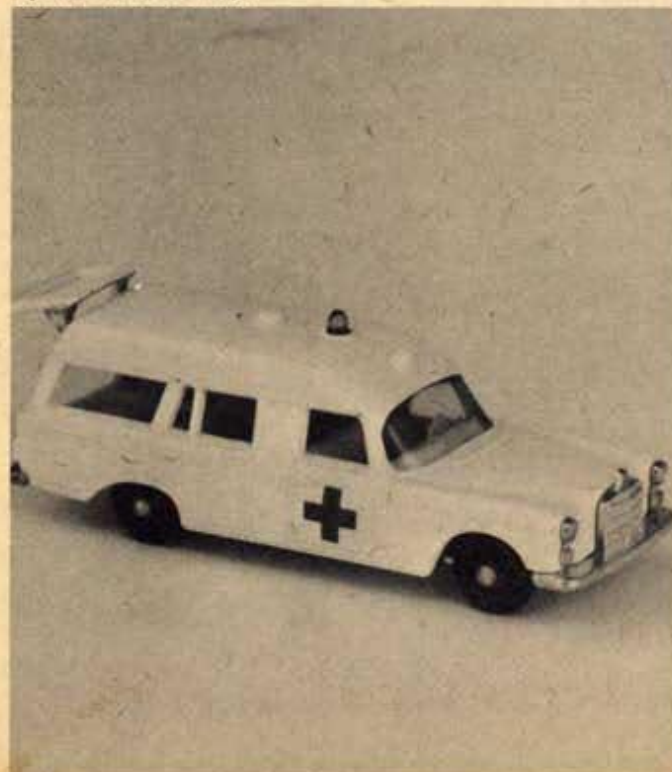
Model Rectifier Corporation strikes again with a 12 ohm version of its popular Endura Model 600 hand controller, previously available only in 15 ohm. The move was prompted by the use of lower resistance motors requiring a low ohm controller. On your dealer's shelves now.





Monogram wins an award for its fabulous 1/4" scale Kingfisher (number PA135, \$1.50) airplane kit and their 1/72 scale Bearcat F8F (kit number PA144, 70 cents). Presented by the New Jersey Plastic Modeler Society in appreciation for Monogram's fine efforts in providing the model builder with precision, realistic models. We couldn't agree more. Congratulations to Monogram. Look for these great airplane kits (and many of their other great kits) on your hobby shop or department store shelves.

A newcomer to the popular "MATCHBOX" series in this No. 3 Mercedes Benz "Binz" Ambulance. White with Red Cross emblems, blue dome light and tinted windows, it sells for 55 cents. Should look great on any HO circuit too. Look for it in retail stores anywhere in the country.



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TOM WOUMAN

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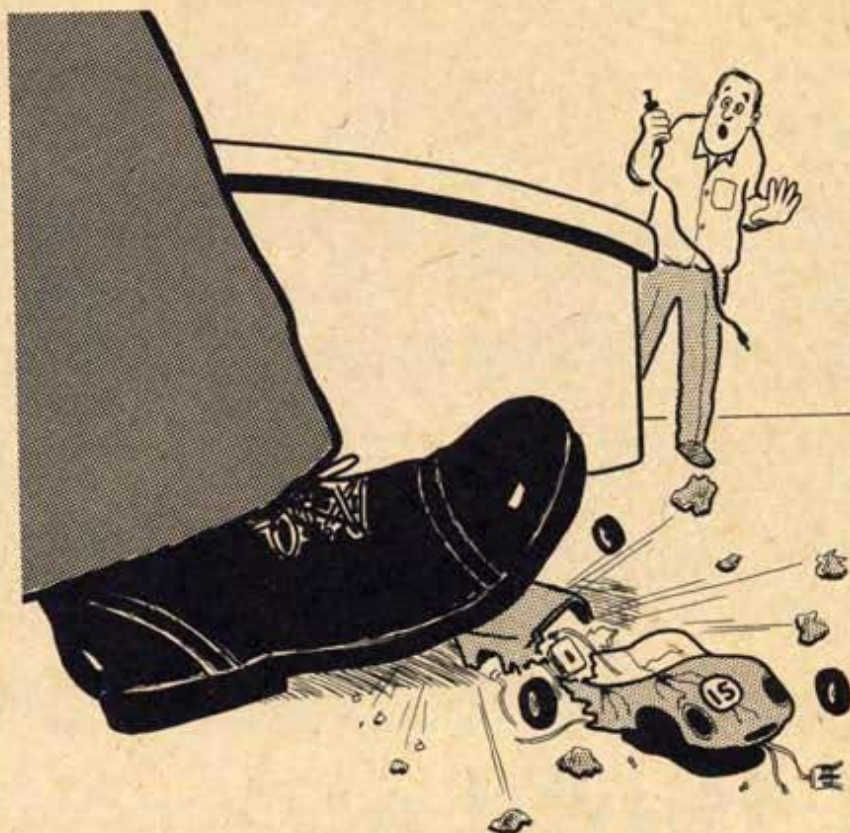
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Build a “real wood” Woody

By Don Emmons

Monogram's Station Wagon kit is well detailed but it is impossible to precisely duplicate wood parts in plastic; that is, to really look like wood. That's why I chose to use real wood.

In this case, all the wood and hinges can be found at hobby shops that stock model airplane supplies. The plywood sheets come in 6 x 12-inch pieces. The small hardwood strips are made of basswood. While they may look like balsa wood, the balsa is too soft and will not give a good finished product. The main problem is that it soaks up the clear finish. So it is important to get the hardwood.

The Perfect cloth hinges are ideal for duplicating the piano type hinge used on the real car. In addition, the hinges are easy to use.

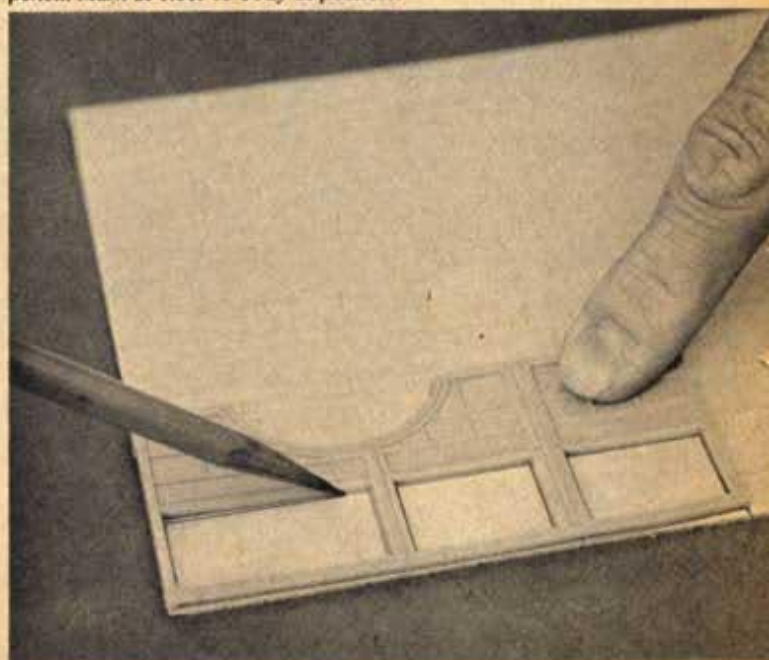
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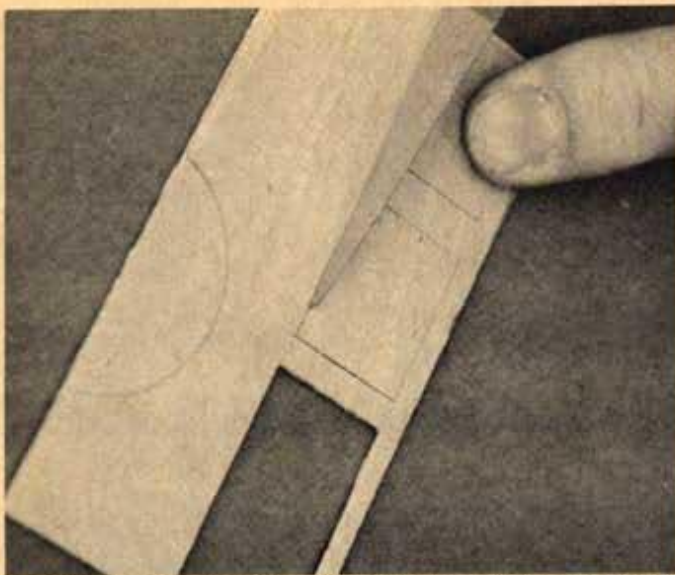
- 1 sheet 1/32 x 5-ply plywood 6 x 12 inches (for sides)
- 2 lengths of 1/32 x 1/32 basswood (for side panel detail)
- 2 " " 1/32 x 1/16 " " " " "
- 1 " " 1/16 x 1/16 " " " " "
- 2 " " 1/32 x 3/32 " " " " "

One package Perfect cloth hinges (model airplane supplies)
White glue

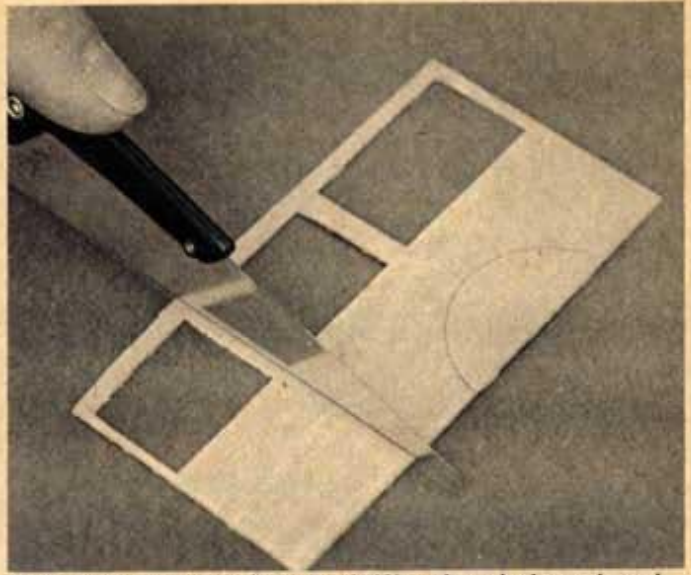
And for a bonus, we'll show you
how to hinge doors, too!

1) Hold plastic side panels on plywood and mark off with a sharp pencil. Mark as close to body as possible.

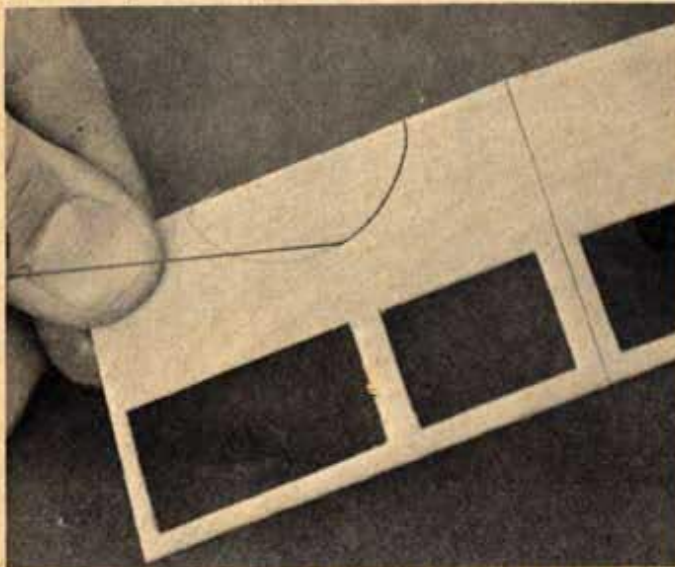




2) Windows can be cut out of side panels by working saw back and forth until tip cuts through.

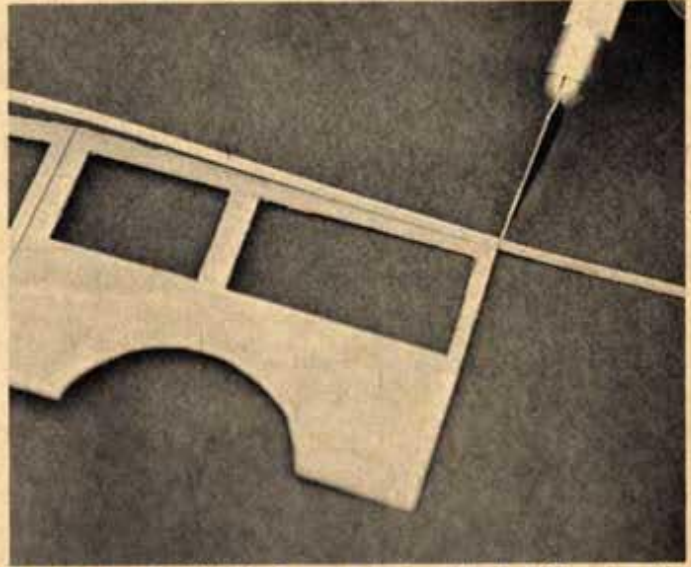
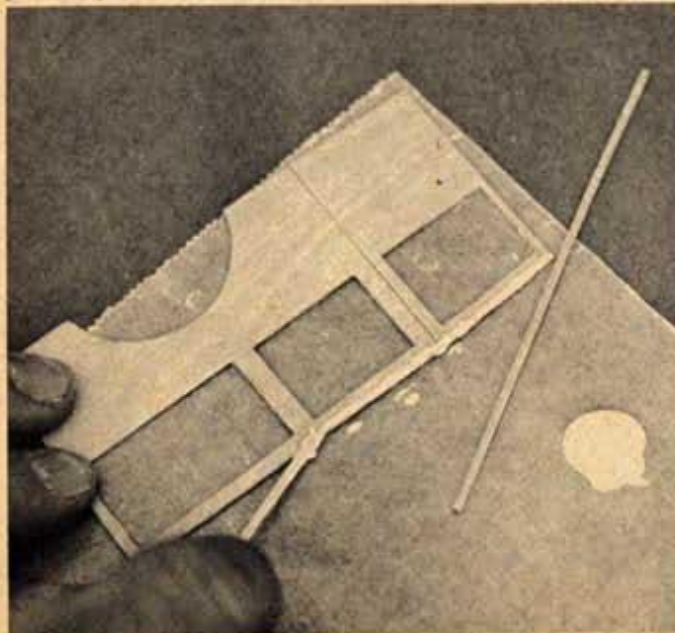


3) To scribe front door lines, saw halfway through plywood panel. Use plastic panel as a guide in bending wood panel at sawed line.



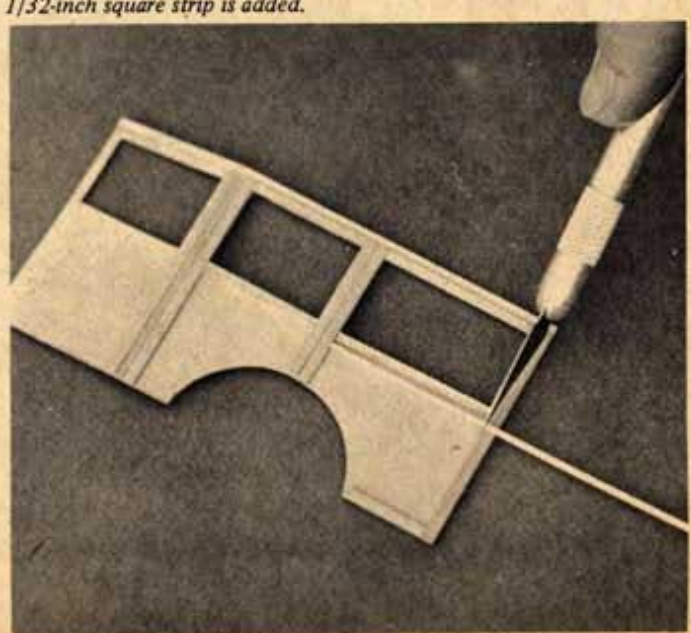
4) Cut out wheel wells with a jeweler's saw. Try to keep blade directly on the line.

6) Spread a small amount of white glue on the body panel and fit post into place.



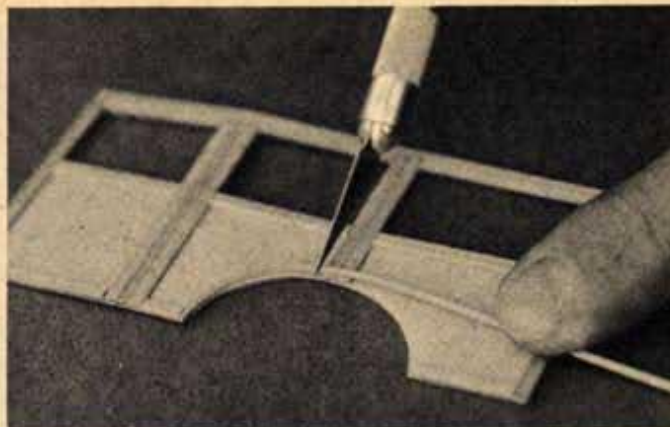
5) Cut a length of 1/16-inch square basswood strip to fit on top of side panels.

7) First apply vertical strips for doors using 1/32 by 1/32-inch strips. Outline windows with 1/32 by 1/16-inch pieces. Here 1/32-inch square strip is added.

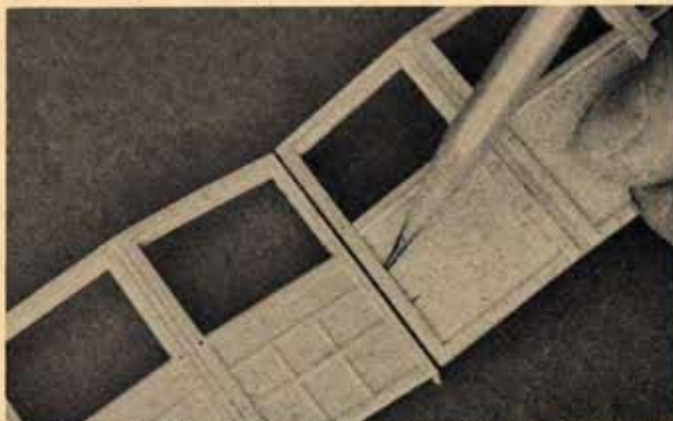




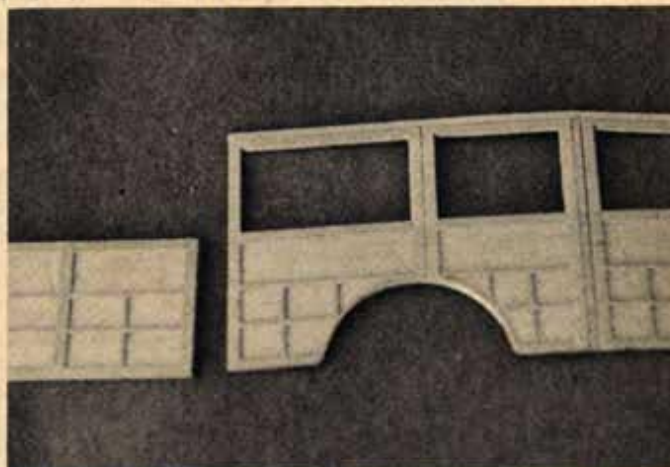
8) Soak end of 1/32-inch square strip and bend around a small jar lid. This will give contour of wheel well.



9) After strip is bent, hold in place as shown and cut it to fit properly. Two pieces are needed for each wheel well.

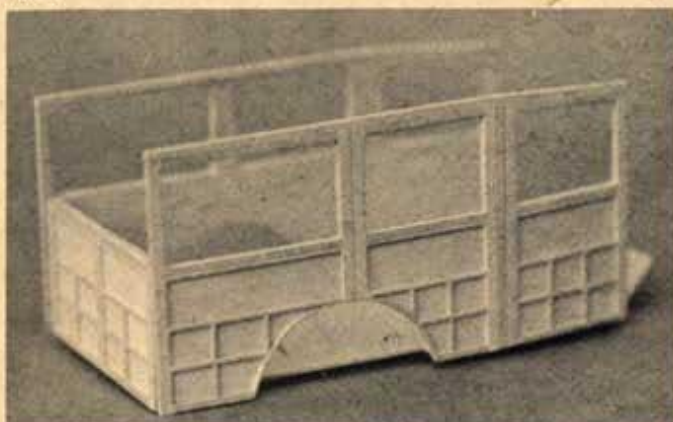


10) Use plastic side panel for pattern when marking off side detail strips.



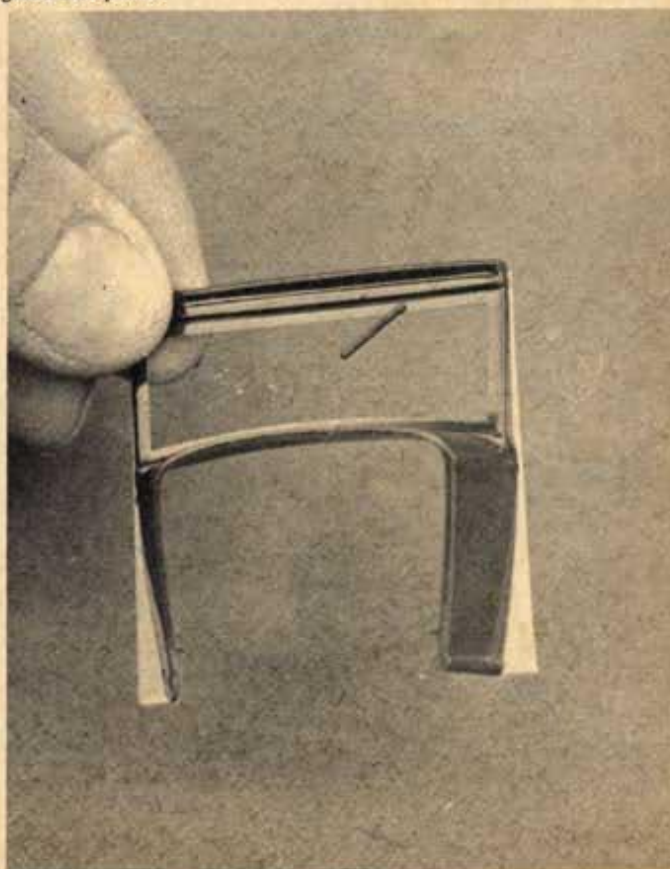
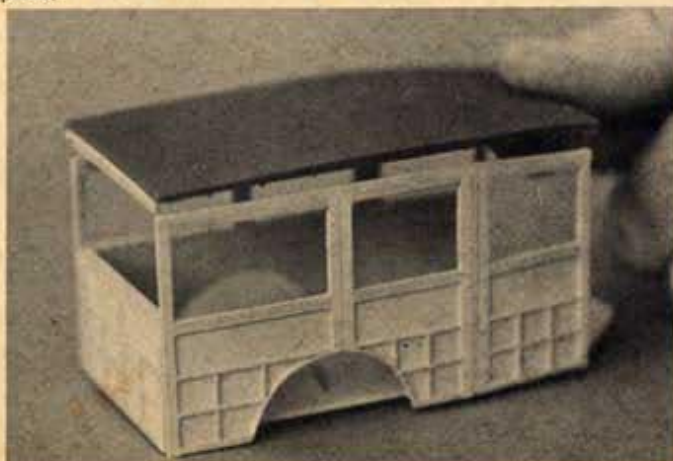
11) Side panels and tailgate are completed. Fabricate the tailgate using same method as side panels.

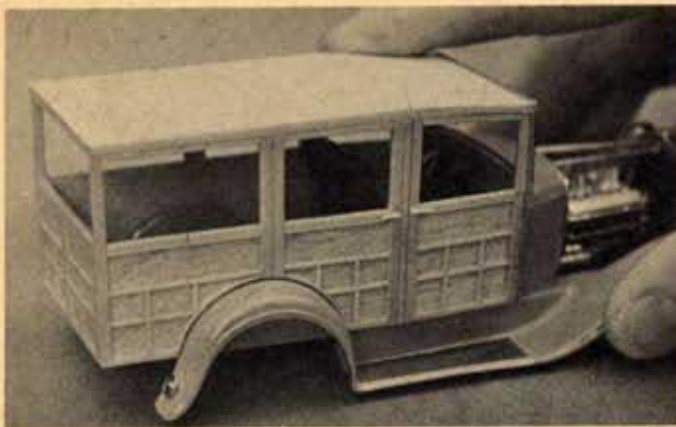
14) Lighter parts on cowl were cut from plastic side panel and glued into place.



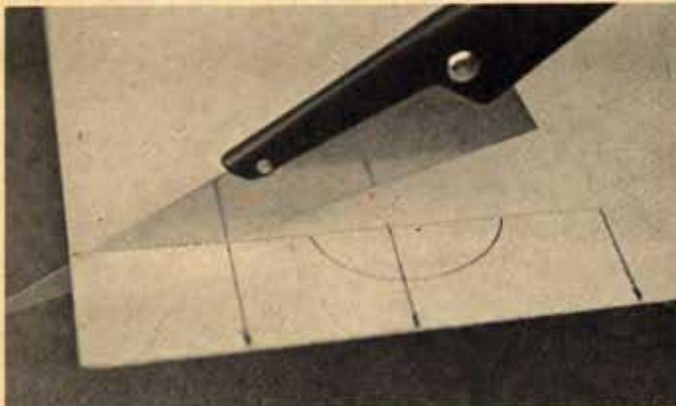
12) Body has been glued to plastic (kit) floorboard and set aside to dry.

13) First spray body with two coats of clear. Then glue kit top into place.

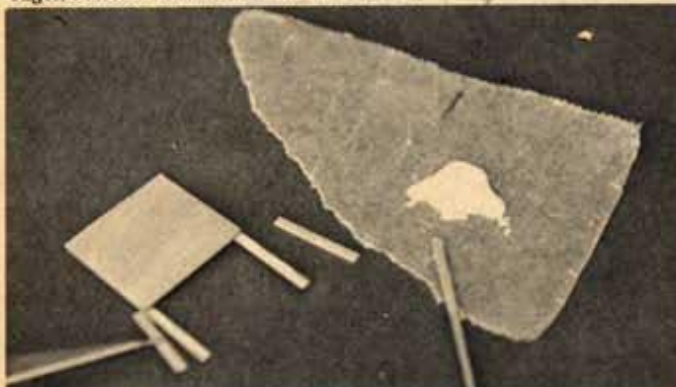




15) Body is finished and mounted to fender unit. For more detail, stay with us and I will show you how to hinge the doors.

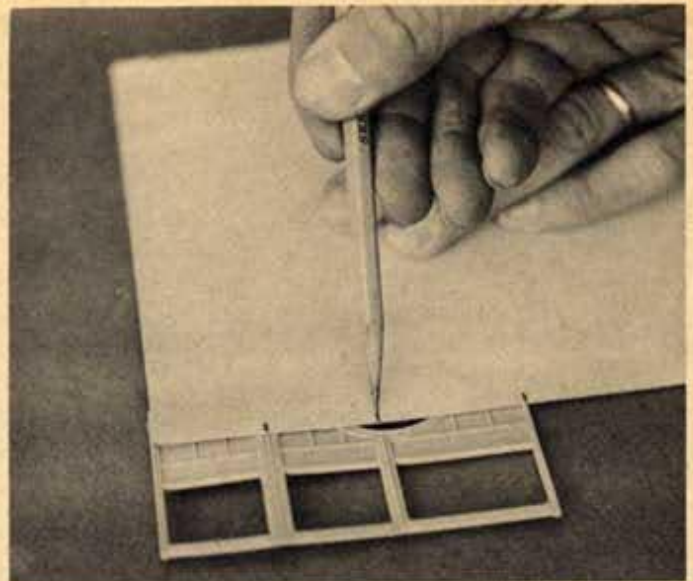
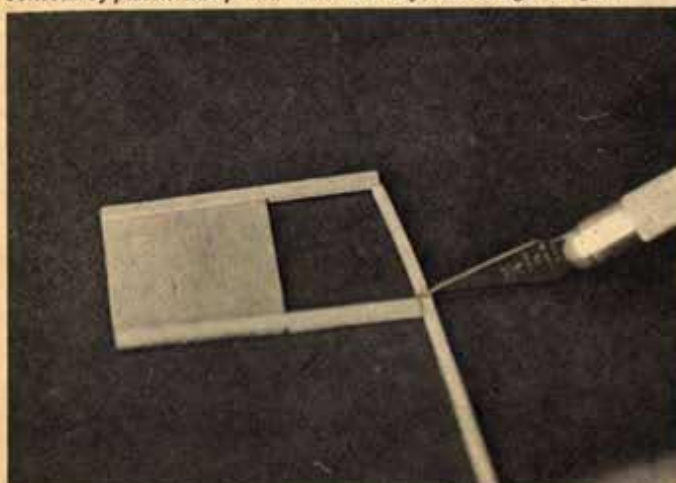


17) First saw out side unit, then cut door panels apart. File the edges. Jeweler's saw is used on curved area.

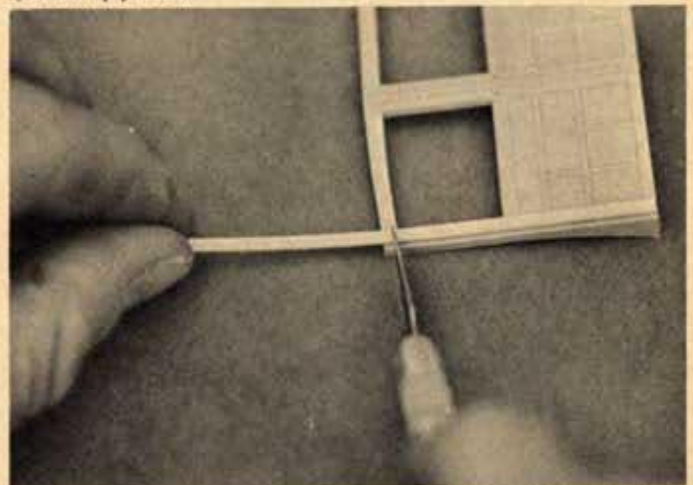


19) Interior post spacers were cut to make door frame the same thickness as lower plywood panel.

20) Soak end of a 1/16 x 1/16-inch strip in water and bend to contour of plastic side panel. When it is dry, cut to right length.

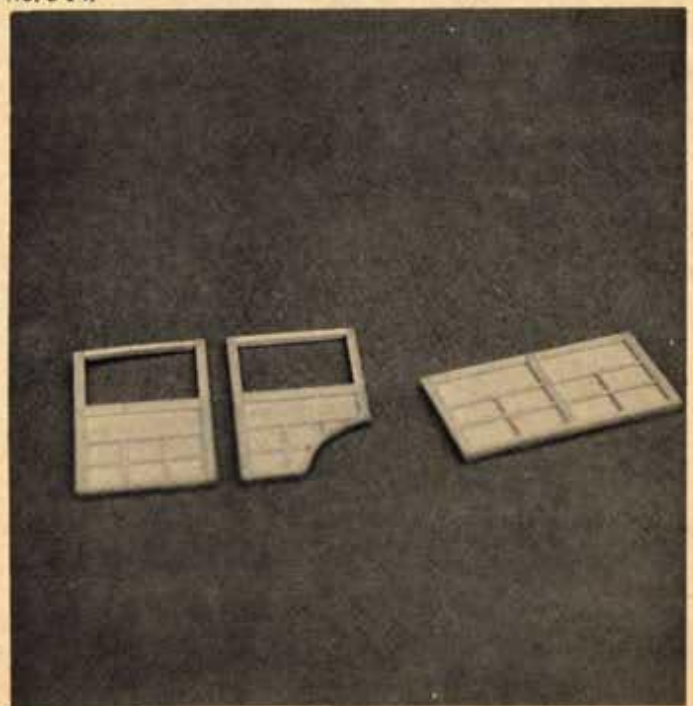


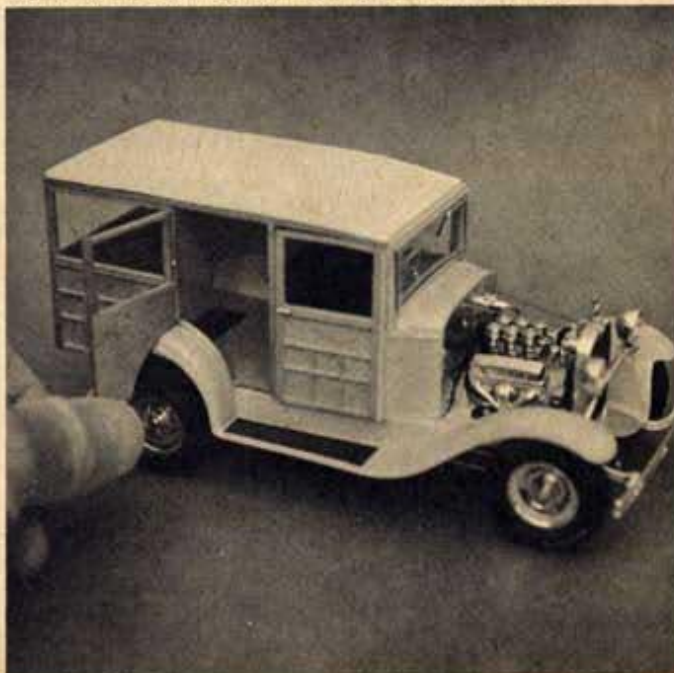
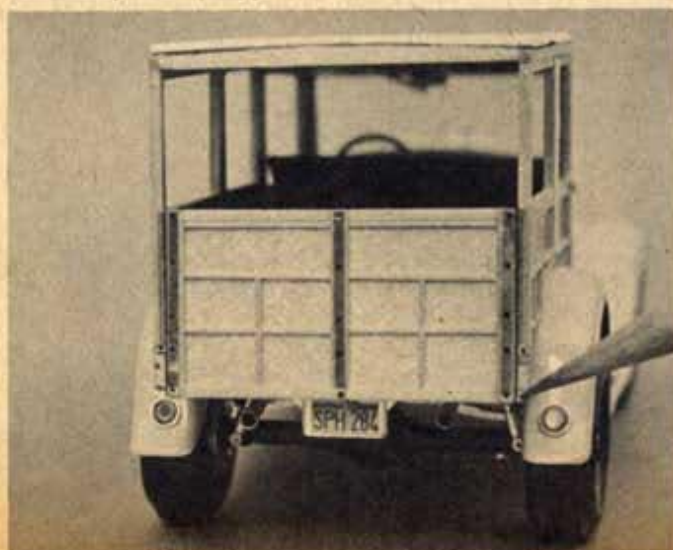
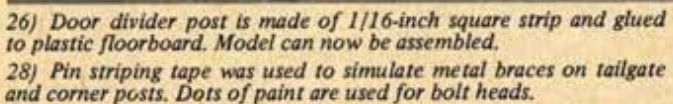
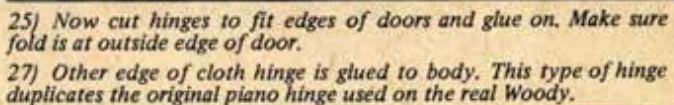
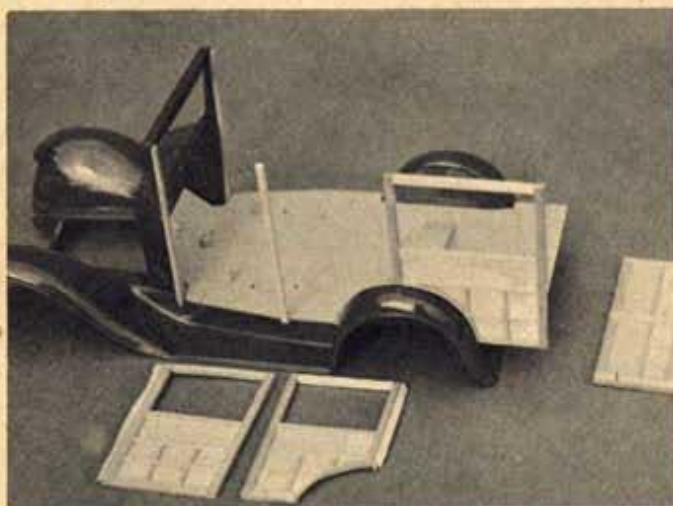
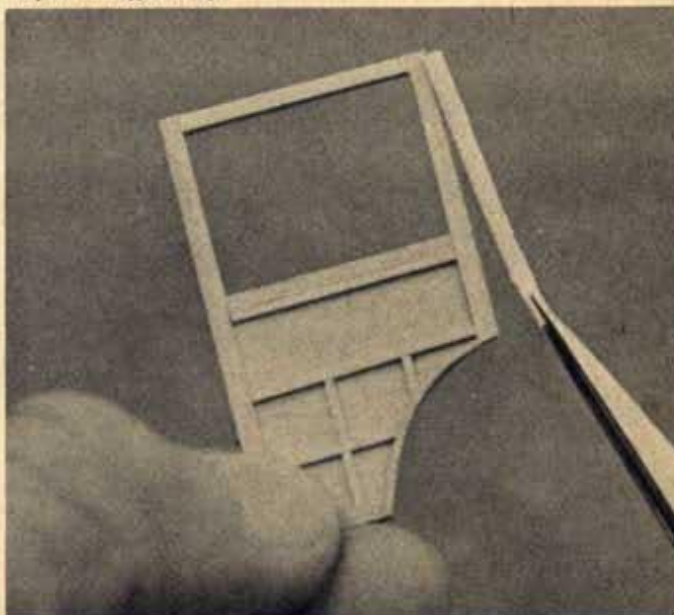
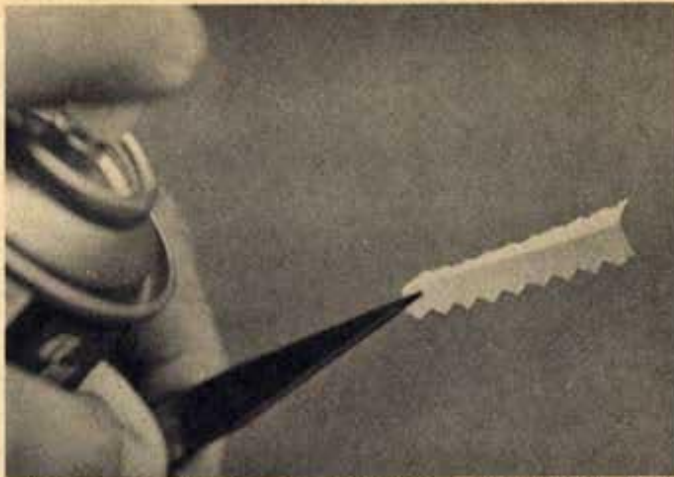
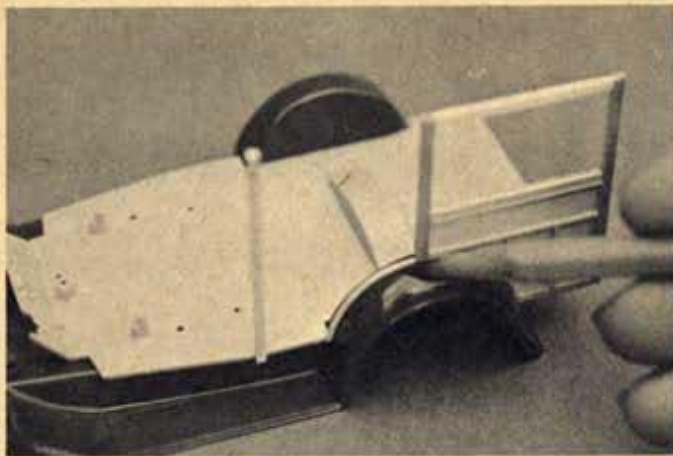
16) Use plastic body panel for pattern in marking sides onto 1/32-inch plywood.



18) Plastic panel serves as a guide in cutting 1/32 x 3/32-inch strips to be used for door frames. Glue these to plywood door panel.

21) Here doors for one side and tailgate are finished. Follow steps No. 5-14.





HOC CI WORLD

WANT TO JOIN HOC CI? Write to this address for information. Please send a long, self-addressed, stamped envelope with your request.

HOC CI (HO Competition Cars International)
P.O. Box 578
Times Square Station
New York, N.Y. 10036

It would appear from the looks of our first columns and the response they've brought that HOC CI WORLD is off to a healthy start.

Much has happened since we first began this monthly H.O. column for you HOC CI members. First, the appointment of three Regional Directors. In the Southwest your man is Mr. Dennis Elliott/1137 Sierra Drive/Pampa, Texas 79065. In the Midwest it's Mr. Kim Shaw/904 N. 16th St./Elwood, Indiana 46036. Way down South on the eastern side of our country it's Mr. Richard Harrison/c/o The Hobby House/803 Louisville/Monroe, La. 71201. And this is just the beginning.

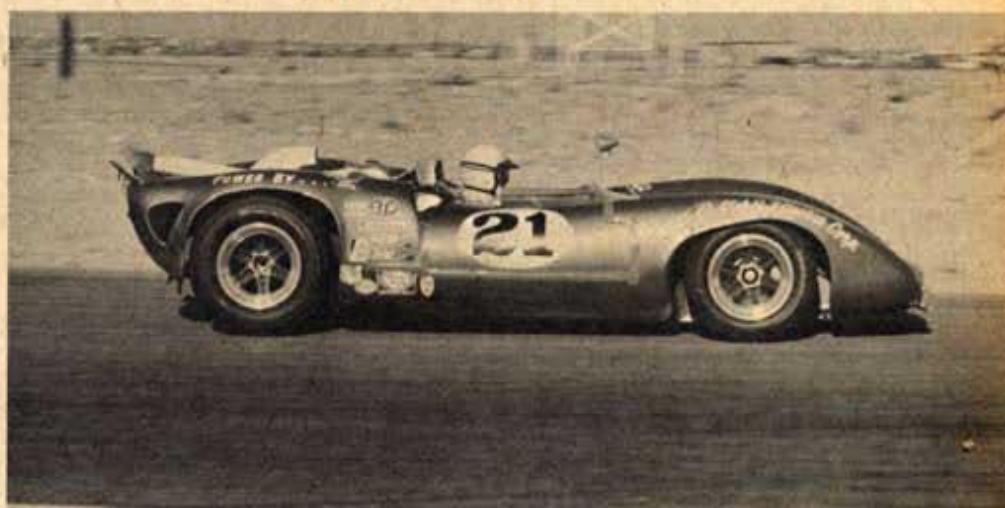
We're still looking for more Regional Directors, one from every state and country in which we have members. If you think you can qualify for this position in your state, drop us a line here at HOC CI headquarters and let us know something more about yourself.

For those HOC CI members in the states where directors have already been appointed, drop them a line, let them know who you are (don't forget your membership number) and where you are. There's no quicker way of starting a HOC CI Chapter. Your director will get the necessary information back to us and we'll locate you on our map. As soon as possible we will put you in touch with another active group.

Magazine deadlines being what they are, and with not too much speedy help from the Post Office, our mid-'68 season's schedule has gotten off to a rocky start. But it is hoped that with this column we can straighten things out for you.

We have scheduled three mid-season race dates already. The first (on

The official voice of H.O. racing



which we should have results by the time you read this) was held at The Hobby House in Louisiana. The second is scheduled for the 29th of October in Texas, and the third will be for the 28th of December in New Jersey. This last one will include both the annual drag meet and Land Speed Run that proved so popular last year.

Now, before we go into the 1969 schedule, please take careful note of the following: These races are for members only. You will be required to send, along with your cars, your name, address and membership number. The entrance fee as last year will be \$1.00 per car. Please do not send cash. Money orders and checks must be made out to HOC CI. We have heard some rumbling from the ranks regarding the charging of an entrance fee. This is necessary for mailing cost to the race sites and return postage to get the cars back to their owners.

All cars must be sent to HOC CI Headquarters in New York where they will be recorded and from where they will be sent to the various races. All cars must be in New York one week prior to the actual race date. If you wish to attend in person, contact the Regional Director in the city where the race will be held, for further information.

Again, please take note, there will be no further individual mailing on this announcement.

Now, for 1969, we still have one open date for which any sanctioned HOC CI club can apply, but we must have full particulars on your track facilities. Here's the schedule so far, firm dates to follow.

Feb. Closter, New Jersey
Apr. open
Jun. Monroe, Louisiana
Aug. Pampa, Texas
Oct. Elwood, Indiana
Dec. Highland Park, New Jersey

Events will be as follows: A ROAD RACE for Sports cars and Gran Turismo, *modified only*. These cars must comply with HOC CI Rules for Class Designations; SCM (Sports Car Modified) and GTM (Gran Turismo modified).

At the last race of the season, in addition to the road racing program, a drag meet will be run which will be open to both Stock Cars and Modified Stock Cars; S (Stock Car) and SM (Stock Modified). The Land Speed Event held during the last race of the season is open to all entries.

Remember, the above applies to the last two races this season and all of '69.

A last note: Many of our members have yet to renew their membership this season. By the time you read this we will have sent out our last reminders. If you have forgotten, please check your card. Races are open to members only.

By Robert Schleicher

For the HO fan, 1968 seems to be the year your prayers will be answered. Earlier, Lancer announced a whole line of new HO bodies including the much asked for Lola T-70, Chaparral 2E, and seven others. Then, Aurora announced a new streamline chassis that will allow near scale Grand Prix or Indianapolis type cars to race (but you won't see this on your dealer's shelves until about November).

Tyco announced a 90° banked track corner that has adapters to fit Aurora track as well. Finally, Lancer has announced another 11 new HO

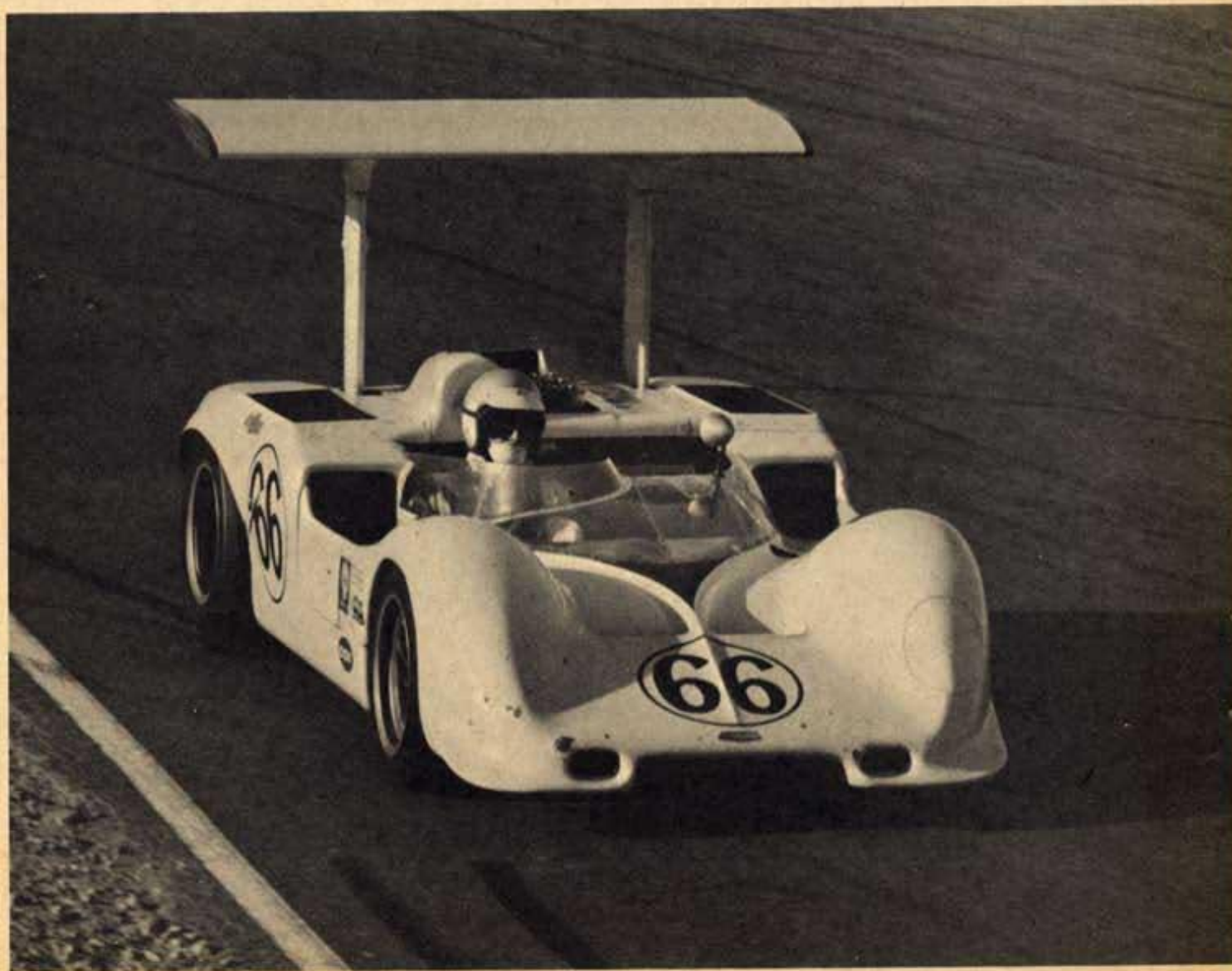
bodies including Honker, King Cobra, Matich, McLaren MK6A, Ferrari P4 Can-Am, the STP '67 Indy Turbine, Z-28 Camaro, Shelby GT500, Dodge Charger, '68 Stingray and a dragster. These 11 all have the now famous Lancer snap-on body mounting brackets, and the infamous trim-it-and-paint-it-yourself type of construction. But, that's not all. The new series of 11 Lancer bodies includes a DRIVER figure with each body!

The photos give the hows and how-nots of trimming, mounting and painting the Lancer Chaparral 2E from their first series of nine bodies. The same techniques apply to any of the

other Lancer bodies except that only the Chaparral has the spoiler to complicate installation of the body.

The driver shown is one cut from one of the Tyco Ferraris, since only crude test runs of the Lancer drivers were ready to photograph at press time. Just before deadline, however, we did get a chance to examine the Lancer driver that will be furnished with the NEW 11 cars, and it is at least as good as the Tyco figure in the photos. If you want a driver for one of the first nine bodies (including the 2E Chaparral), you'll have to invest another 39 cents for one of the newer series of Lancer bodies.

New Bodies for HO Cars



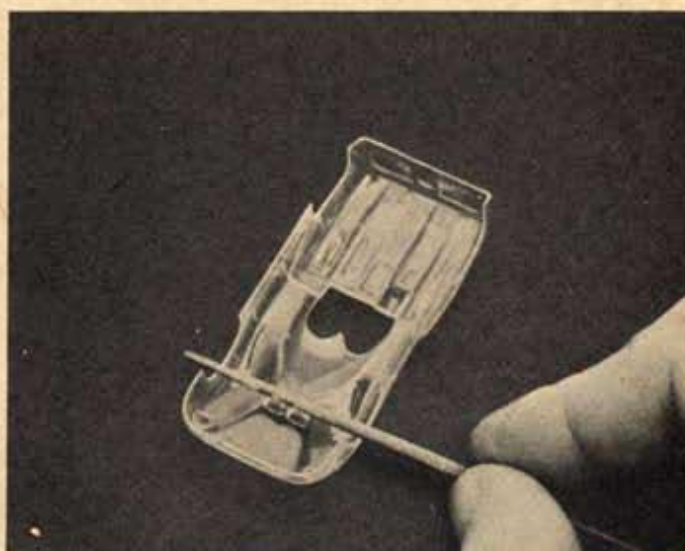
Lancer already had nine keen bodies for the 1/87 scale crowd, and now they've added eleven more!

The "Wee People" have never had it so good!



Lancer bodies are furnished with easy-to-use snap-on body mounts. Add a scrap of white plastic for the Chaparral's spoiler and some 1/16" K&S brass tube for the spoiler's support brackets.

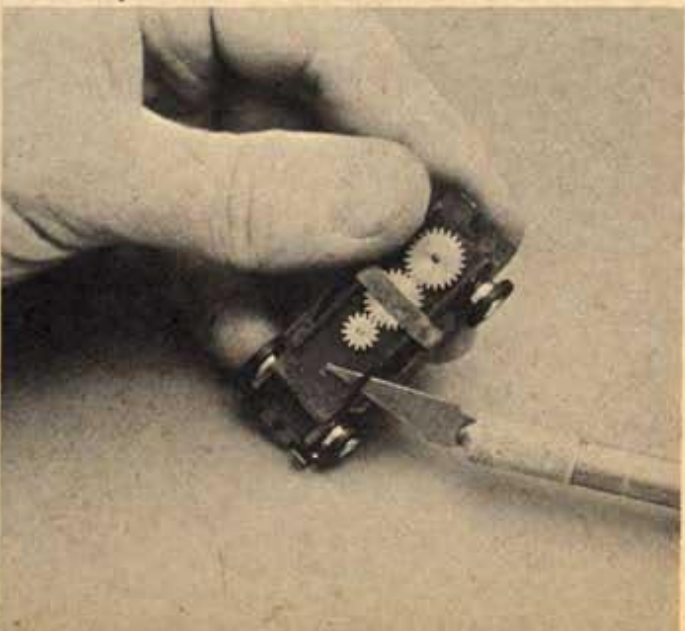
Slowly and carefully trim away the base of the clear body. Leave at least 1/32" of plastic around molded-in trim lines.

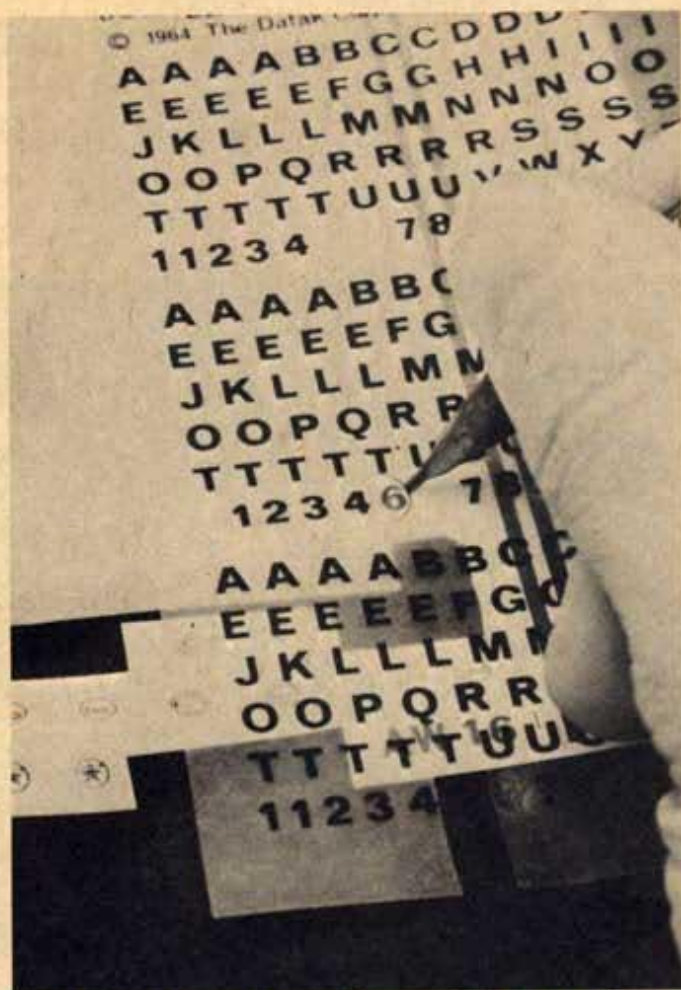


Body is shaped to final outlines by trimming thin slivers of plastic away at a time, then filing to exact shape with a jeweler's round file.



Cut Lancer body mounts from molding "tree." About 1/16" can be trimmed from each body mounting post to lower body on chassis. Front edges of Aurora chassis will have to be trimmed off to clear lowered body.



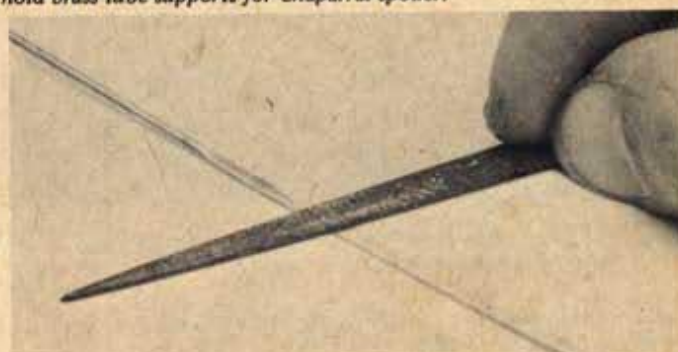


Auto World circles and sponsor decals were used with LetraSet numbers rubbed onto white circle decals BEFORE soaking.

Decals are applied to INSIDE of body, then coated with clear enamel and dried.

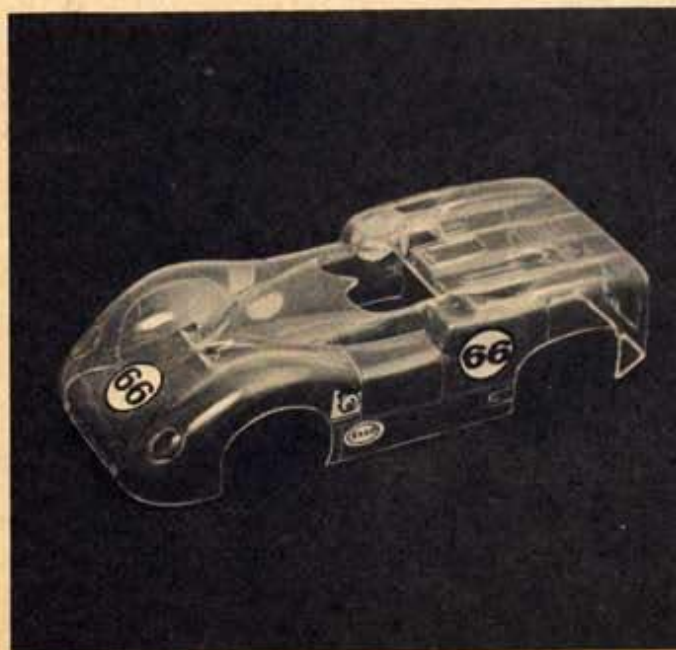


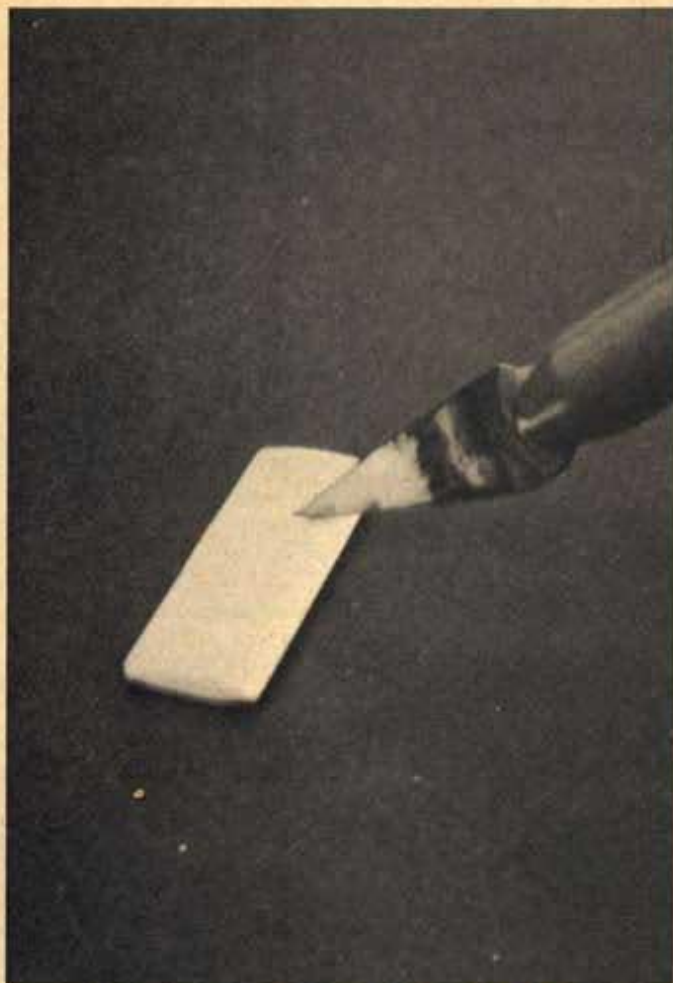
1/16" holes are drilled into Aurora chassis on each side of gear to hold brass tube supports for Chaparral spoiler.



Flatten about 4" of the 1/16" brass tube in a vise, then file smooth.

Cut flattened brass into two 1" pieces and press into holes you drilled in the chassis. Cut holes in body to fit, then mount body. Scrap plastic airplane wing was cut down and sanded to make spoiler.



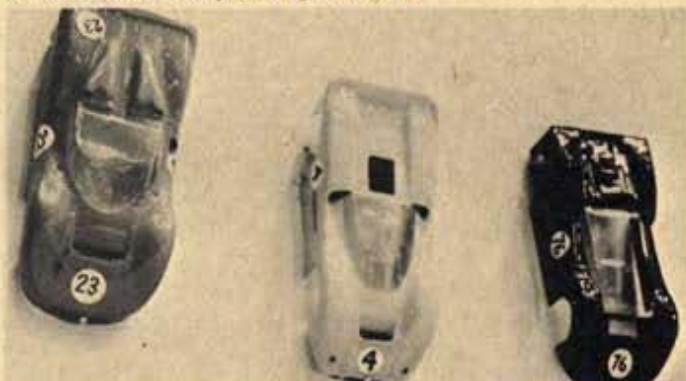


Two notches were cut into underside of spoiler with a hot knife to match ends of spoiler supports.

Spoiler supports are cut with diagonal wire cutters to extend only $\frac{1}{4}$ " above body, and spoiler is test fitted.

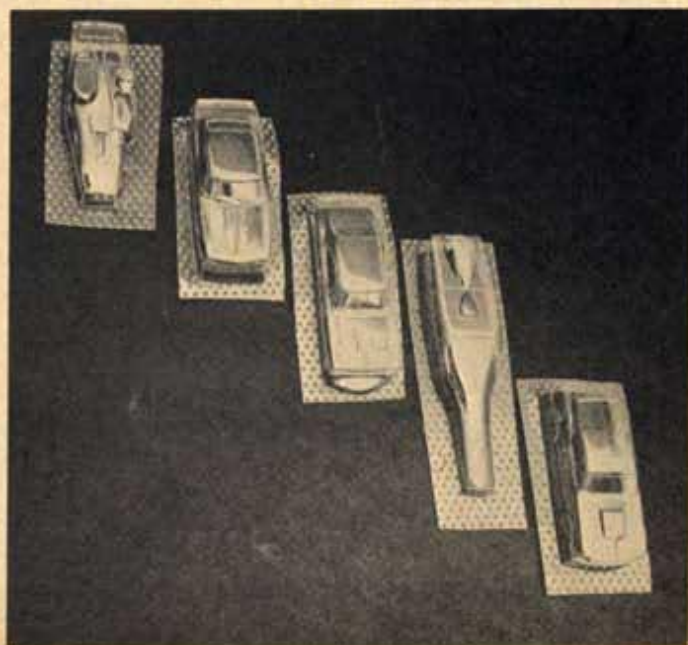


Body can now be painted on *INSIDE*. Scoop openings and grilles are painted flat black on *OUTSIDE* of body so they look open. The Chaparral is one of Lancer's original nine HO bodies and *DOES NOT* include a driver. Eleven NEW Lancer HO bodies have a driver similar to this one cut from a Tyco Ferrari.



From left to right, the Lancer HO Ferrari P-4 Can-Am car, the McLaren Mk6A and the Australian Match. Any one of these HO bodies will snap right onto almost any brand of HO chassis, using the body mounts provided.

From left to right, the 1967 STP Indy Turbine, Z-28 Camaro, Mustang GT500, Dodge Charger, and a long-nosed dragster.

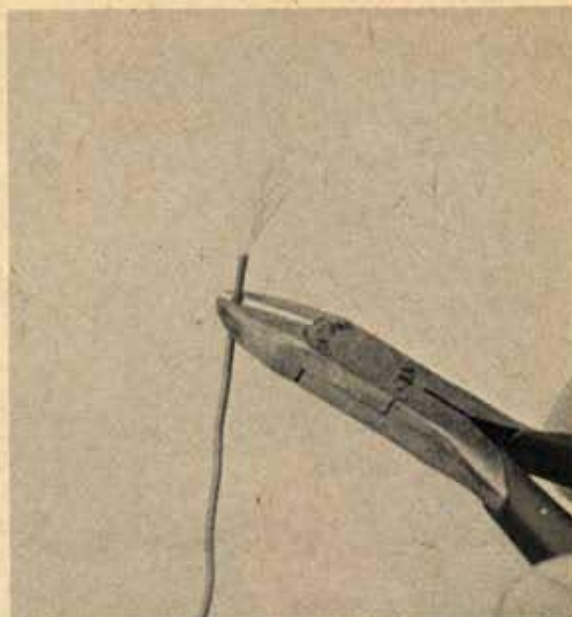




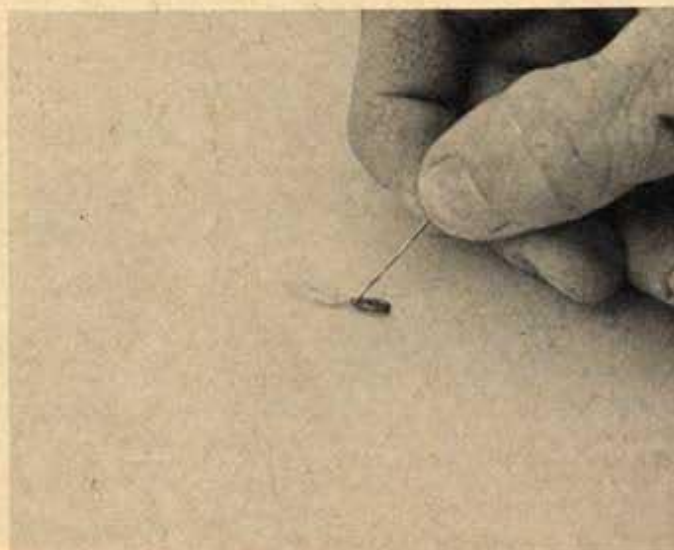
DETAIL FOR REAL

By Don Emmons

CABLES FOR HOLDING A PARACHUTE



1) The wire to be used for this is the type used on slot car motors. Cut off a piece and strip off about $\frac{1}{2}$ inch of plastic.



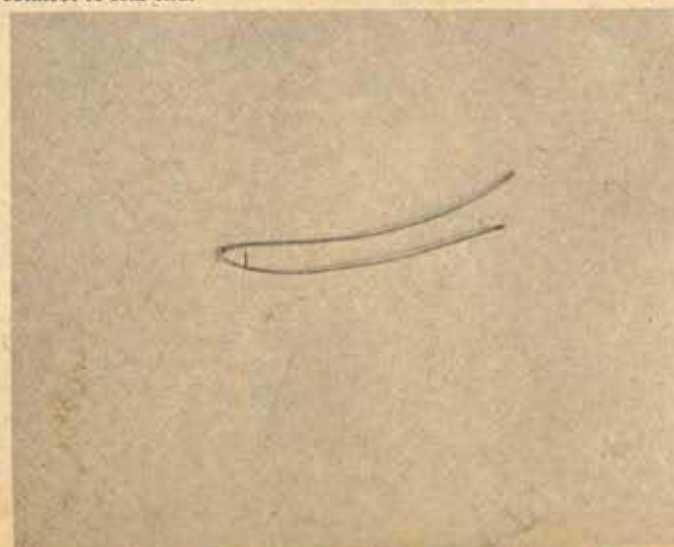
2) Make a loop in the plastic coating portion of the wire and glue the end to the side as shown.

4) Make sure thread extends enough from each end of tubing to connect to rear end.



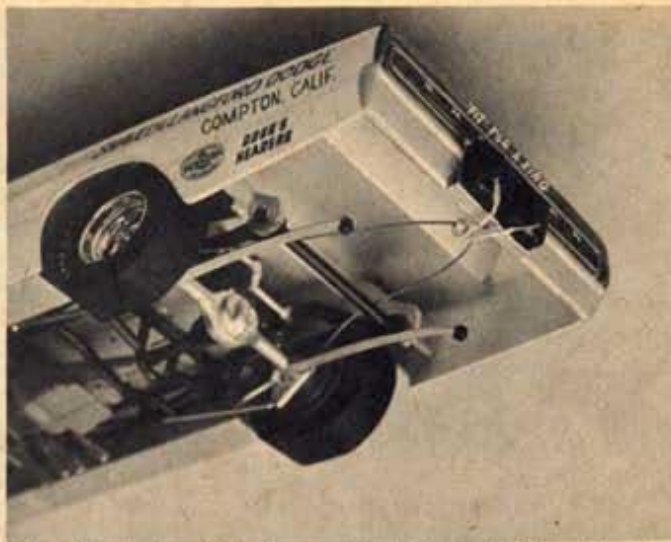
3) Cut a $\frac{3}{16}$ -inch length of $\frac{1}{16}$ -inch aluminum tubing. Run a piece of heavy thread through the tubing.

5) Drill a small hole in the parachute to place the tiny wires through.



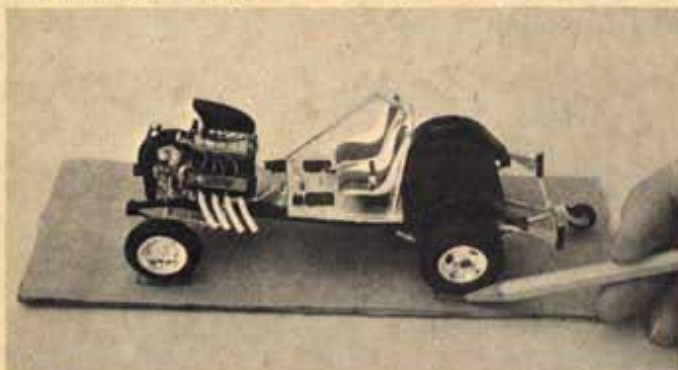


6) Chutes have been glued into place with wire pieces fitted on. Wire should be painted flat white before gluing into place.



7) Put thread through the loops and pull the end of thread to rear end. Cut off excess and glue.

FOR BETTER DETAILING

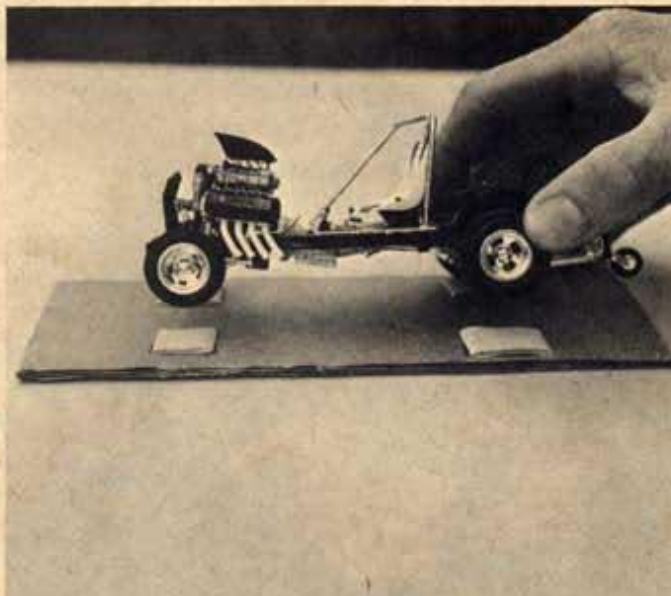
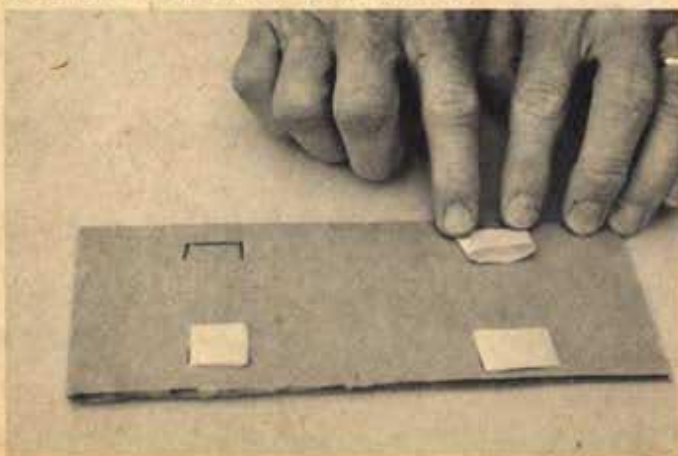


1) Hold the model on a piece of cardboard and mark where the tires rest.



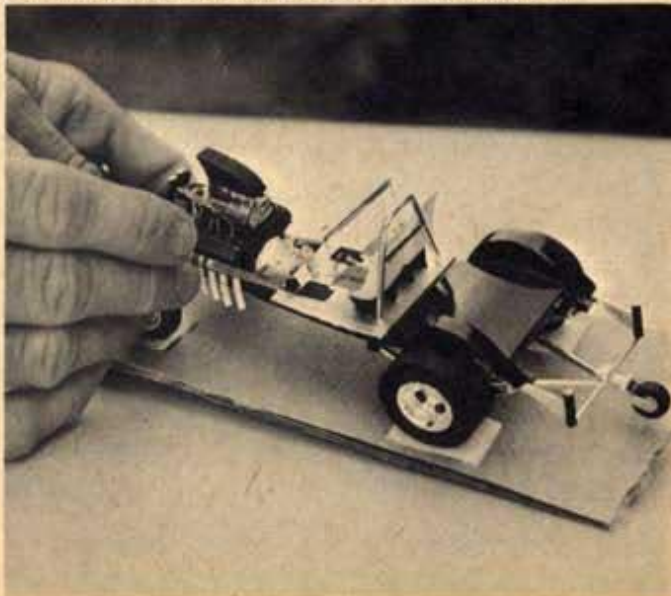
2) Roll a small piece of masking tape so the sticky side is out. Two-sided masking tape can be used, if you have it available.

3) Put a piece of tape on each spot you marked.



4) Place model wheels onto the pieces of tape. Press the wheels against the tape securely so it will hold the model while you work.

5) This allows you to detail the model without handling it.



ROD AND REAL

Model cars copy real cars—or is it the other way around?

There is no set pattern of which exists first, the real car or the model. Most are aware that all of Detroit's styling is tried first on scale models, then transferred to full-size mock-ups. In fact, most full-size cars, race cars included, first see the light of day as models. The model KITS, however, are something else . . .

Until recently, you could rest assured that if a kit existed, there was, somewhere in the present or past, a full-size car just like it—the model kit makers followed the full-size cars feature for feature. Today, you cannot always be so sure . . .

The four latest Monogram "rods" are an example of how a model car kit maker can take proven full-size car features and incorporate them into a really authentic-looking model. If asked, few would be able to say for certain if a full-size "Garbage Truck," or "Red Baron," or "Beer Wagon," or "Boot Hill Express" can be found as a full-size car. If we were to have to tell it like it is, there would be none but the "Boot Hill Express" as a full-size car. The features on the other three are authentic enough, in the way Monogram's designers have incorporated them into each model. They are

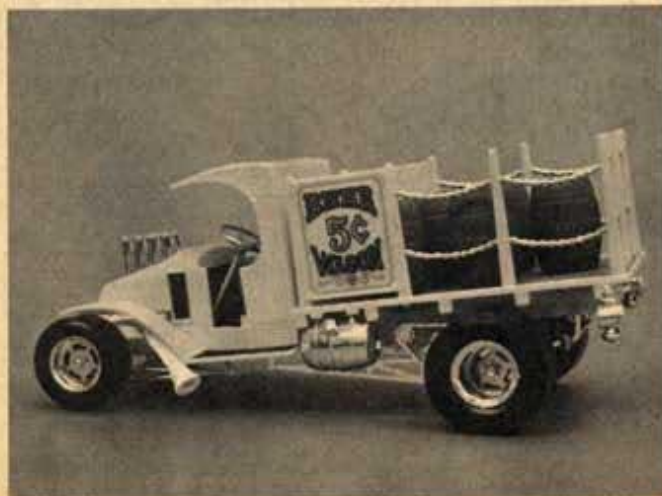
more of an extension of the facts of the real rod's details than they are fantasy.

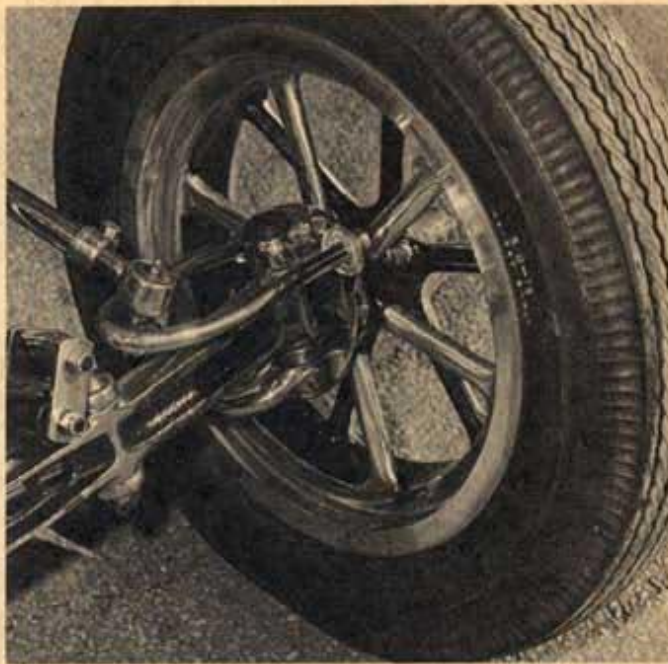
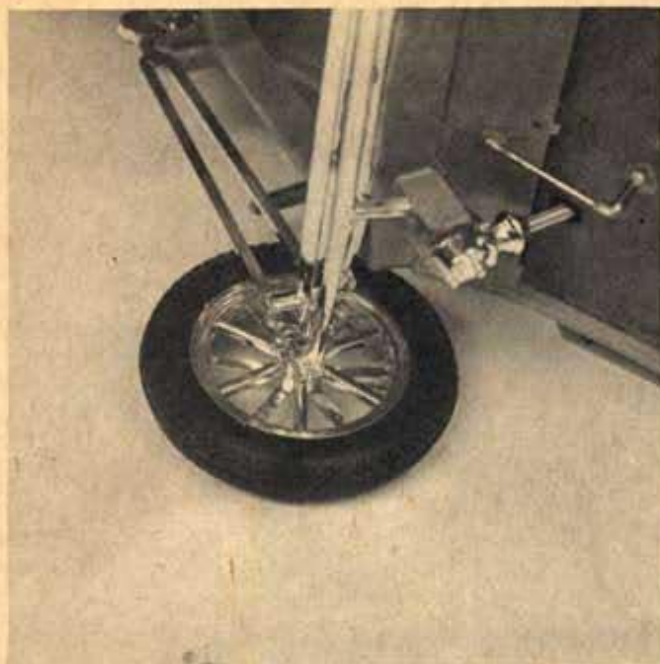
To illustrate the point, we have gathered some shots of real rods from sister publication **POPULAR HOT RODDING** to compare details and design concepts of the real rods to the Monogram mites. If you want to stretch your imagination a bit further, imagine the results of combining two or more of the Monogram kits into a single way-out rod. Picture a "Beer Baron" truck, detailed to deliver German beer of course, or a rakish Mack-cabbed "Garbage Wagon" . . .



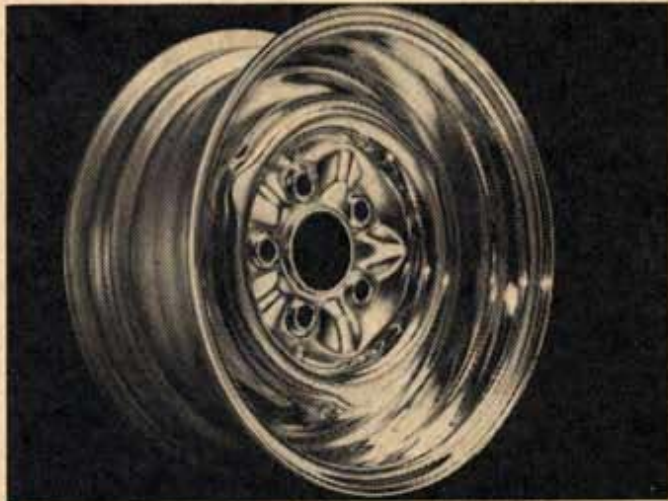
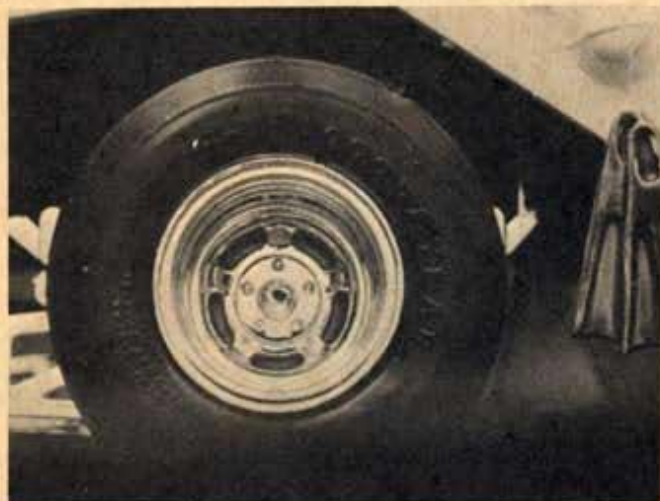
Care to guess how many of these Monogram rod kits are models of actual cars? Or, maybe better, how many actual cars will be modeled after these Monogram kits . . .

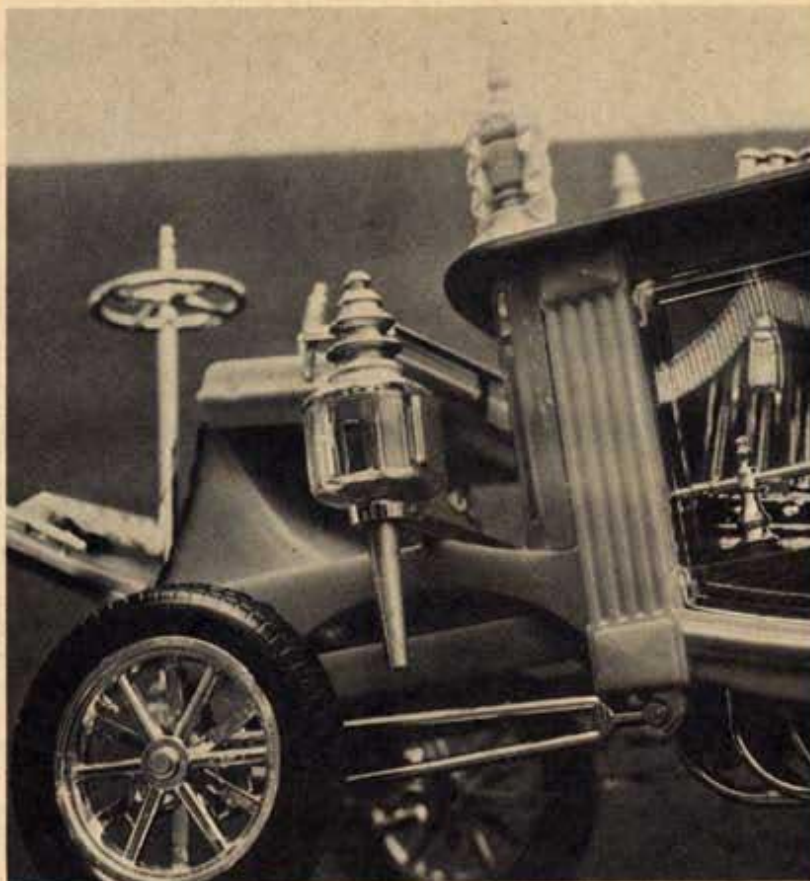
Both Monogram's "Garbage Truck" and "Beer Wagon" rods are just a step beyond the design ideas of most full-sized cars. Monogram's designs would provide a real challenge to a builder of full-size rods.



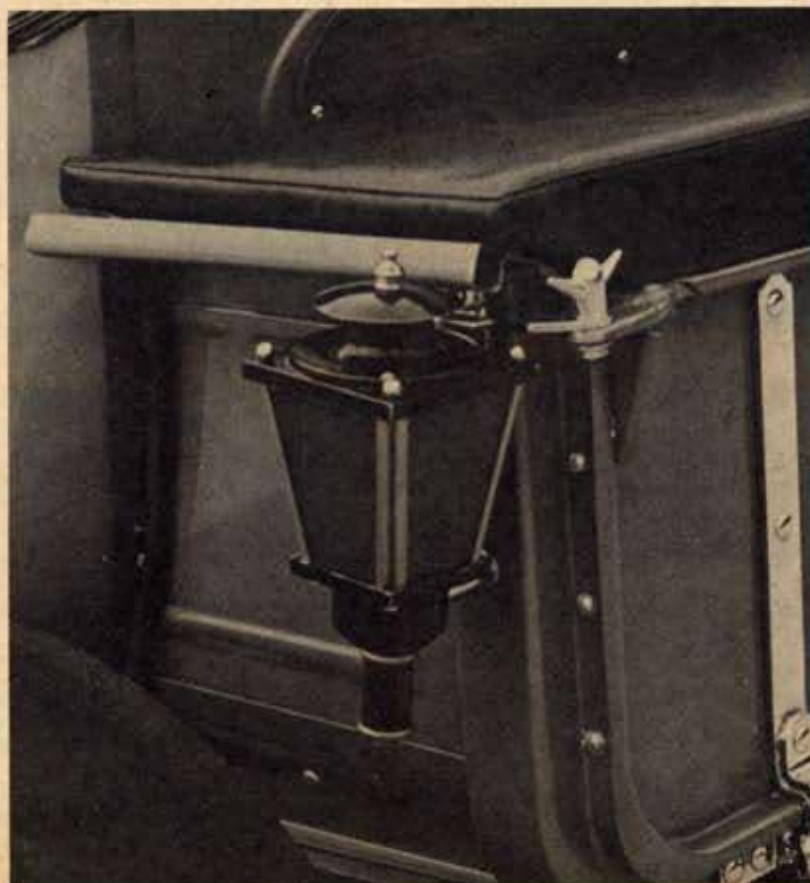


Monogram's "Red Baron" wheels are modified version of five-spoke "Keystone Kustomag Klassics," the "Boot Hill Express" front wheels are copies of the American Mag spokes fronts, the "Garbage Truck" wheels are near mates for the "Keystone K-Rally" wheels, and the Monogram "Boot Hill Express" rear wheels duplicate the famous American Racing "Mags" of full-size cars.



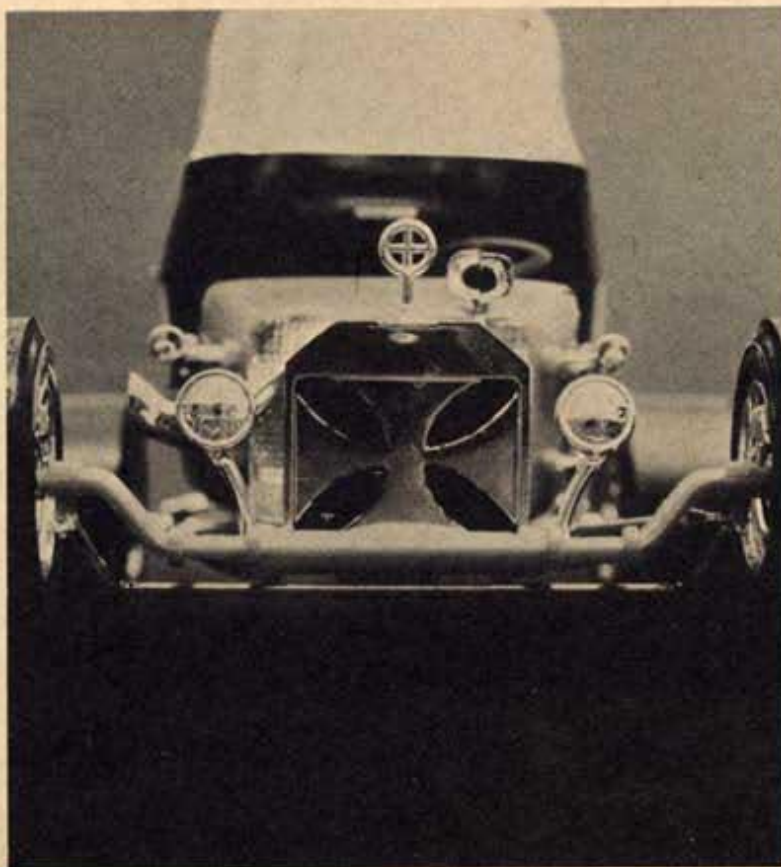


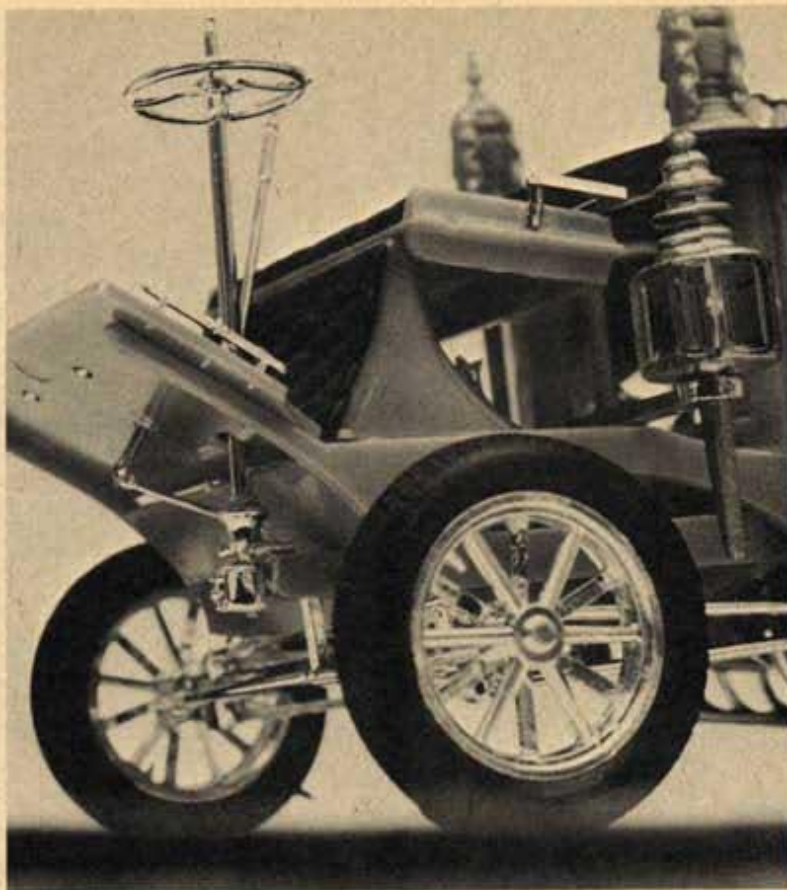
Headlights on "Boot Hill Express" may start trend toward carriage lamps on full-size rods. This rodder's full-size pickups follow theme using porch or lawn lights. Copies of actual brass carriage lamps are now offered by at least one firm.





Rolls Royce square-cornered radiator shells are popular among full-size rodders. The Monogram "Red Baron" has added the Maltese Cross design to the popular rod radiator. The "Beer Wagon's" Mack Truck grill from the 1920 era may start trend in rods, too.





Drivers' compartments are an apparent specialty of the Monogram designers. The "Boot Hill Express" uses the horseless carriage theme in both model and real life. Wonder who'll have the first real "Red Baron?"





THE BODY BEAUTIFUL

Last month we showed you how to build a 1/32 Midwest pan chassis. Here's how to detail a body for it.

By Robert Schleicher

Year Two of the McLaren has begun, with the quick Mark VI sports racing car picking up where it left off in 1967 with USRRC wins at Riverside and Laguna Seca all ready "in the bag" for 1968. For the USRRC races, the driver is last year's champ, Mark Donohue, but the car is the apparently unbeatable McLaren. What better "winning" body for the MC&S "winning" Midwest pan chassis than a 1/32 scale McLaren? Lancer has a near perfect replica of the factory stock McLaren. More avid full-size racing fans will have noted that the exact body used on the Rodger Penske-sponsored McLaren has a number of detail changes not on the factory cars, nor the Lancer miniatures. The only visible difference in the Penske-bodied McLarens is a rear spoiler about 6 inches higher than stock—a modification that would soon be broken off on a model version of the car.

The photos show the technique for

painting the clear plastic bodies on the inside to take advantage of the plastic itself to protect the paint from scratches. The body is mounted on the chassis with much modified Dynamic No. 403 brackets. These brackets are held to the body by a thin layer of foam rubber to help absorb those body-breaking impacts without harm to either body or its mounting. The brackets themselves are held to the chassis with only half-tight screws so the body can rattle a few hundredths of an inch to dissipate vibrations from motor and track. The angle-winder chassis lends itself to a full interior and driver, but we'll leave that for another issue.

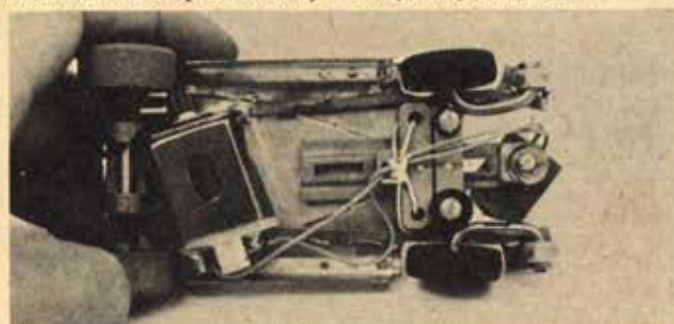
EDITOR'S NOTE—The *Midwestern pan chassis*, referred to in this article, was featured in the July, 1968 issue of *MC&S*. If you missed it, send 50 cents to Model Car Science 131 Barrington Place, Los Angeles, Calif. 90049. We'll rush a copy to you.



Enamel paints are best for clear plastic bodies. We used a spray can of Testor's Glosscote, No. 11 blue, No. 14 yellow, No. 49 flat black, No. 46 silver, No. 67 flat tan and No. 62 blue.



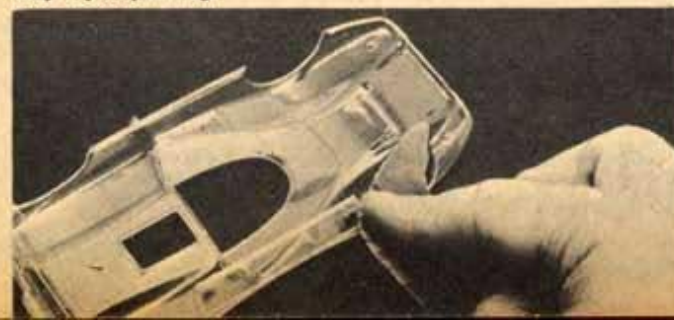
Cockpit and engine openings must be cut out of body. A Dremel Moto Tool makes quick and easy work of tricky job here.



The front corners of the Midwest pan chassis were bent inward about 1/8" to clear corners of body.



Position body on chassis to check tire clearances. We found all four fender cutouts had to be modified to fit tires. No. 500 emery paper can be used to smooth the cut edges of the body before painting.



Cut decals (from Dynamic's 1/24 scale Sunoco Lola body) apart and soak in water for three seconds, then lay on paper towel. Apply decal face down inside body.



Allow decals to dry overnight, then spray inside of body with Glosscote to seal off edges of decals so final color won't seep.



All decals are inside body. The Dynamic Sunoco decals save problem of hand-lettering the famous "Sunoco..." of Penske's racers.



After Glosscote dries overnight, paint on the final color starting around windows and headlights (if any). Larger brush can be used for majority of body interior. Don't allow paint to run over any of outside surfaces of body.





The thin yellow line around our McLaren windshield was painted with a fine Testor's brush overlapping half onto blue inside.



Paint all scoops flat black so they'll look open. Fender grills are yellow. Rub line on sides is silver on outside.



Cut over the body panel seams, like those around doors, with a hobby knife. Fill in cut marks with black ink and wipe excess.

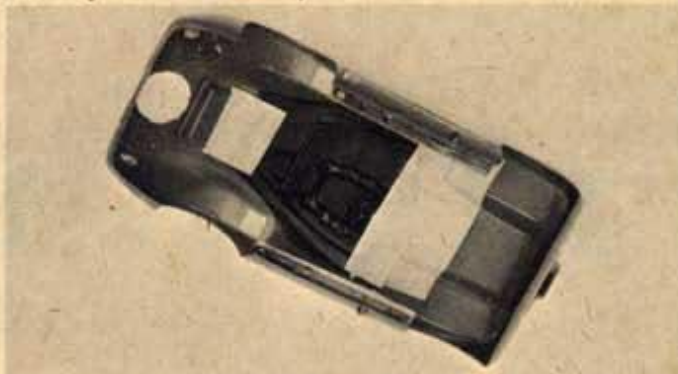


Attach the modified No. 403 Dynamic body mounts (described last month) to sides of chassis, then epoxy weatherstripping (untaped side to brass) to them.

Weatherstripping is sold in auto parts stores. Get smallest you can. We used 3/16" x 3/8" and trimmed it to 1/8" x 1/4". When epoxy dries, peel off tape cover and stick body onto chassis with the sticky side of weatherstrip contacting body sides.

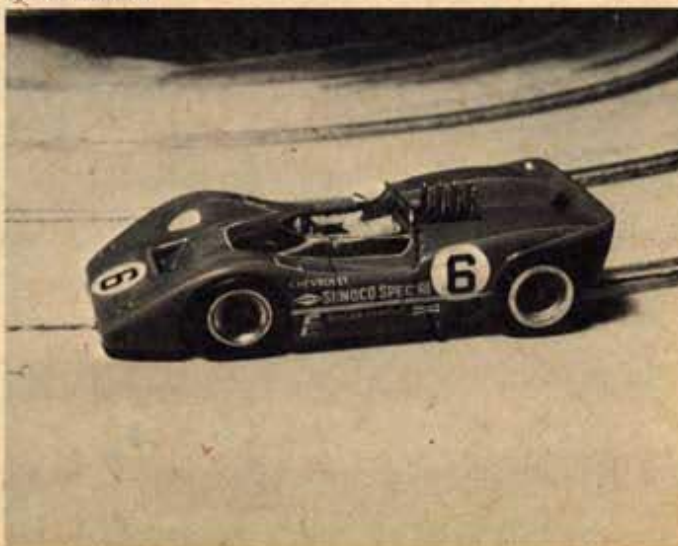


After body is positioned and adjusted to be level, the No. 403 body mounts can be unscrewed from chassis whenever body is to be removed for maintenance or repair.



Lancer driver is painted with flat blue, flat tan face and hands, and yellow helmet. Brass tubing can be used to make engine intake ram tubes (ours came from a Monogram Chaparral body). Rollbar is plated 1/16" brass tube by K&S, bent to shape and epoxied to body.

McLaren is near perfect match for full-size USRRC-winning car of Mark Donohue, thanks to Dynamic Sunoco decals. Square number 6's are Champ brand model railroad decals, No. A-15. Full-size car has an extended rear spoiler with no radiator hole in deck. Enlarged front wheel cutouts clear the 'steering' front wheels as they swing out on corners.



Hey, guys! Get in on this wild contest, NOW! We're looking for some real imaginative ideas from you fellas, and we know you'll come through for us. All you have to do is pick up one of MPC's exciting old-time car kits at your local store and hustle on home. Then, simply crack the box open and start customizing! That's right—customizing! We want to see who can come up with the wildest customized old-time car in the country.

We're giving a ton of prizes away, so get going on it right now. The contest is limited to MPC old-time car kits. You can choose from the following: 1928 Lincoln Sedan, #200; 1932 Chrysler Convertible Sedan, #201; 1927 Lincoln Sport Roadster, #202; 1932 Chrysler Convertible Roadster, #204; 1928 Lincoln by Locke, #228; 1932 Imperial by LeBaron, #232; 1932 Chevrolet Roadster, #302; 1933 Chevrolet Panel Truck, #303; 1928 Ford Truck, #304; and the 1929 Ford Station Wagon, #305.

Now then, what can you do to the

1932 Chevrolet Roadster—No. 302



\$100 and a load of free kits to the winner! And prizes all the way down to 17th place!

Enter this great

kit? Anything! You can chop it, channel it, section it, swap engines—you name it! Then when you're through with it, take a sharp black-and-white photo of the car and send it to the Contest Editor, Model Car & Science, 131 Barrington Place, Los Angeles, California 90049, along with a description of what you did to it. Our panel of judges will pick the winners.

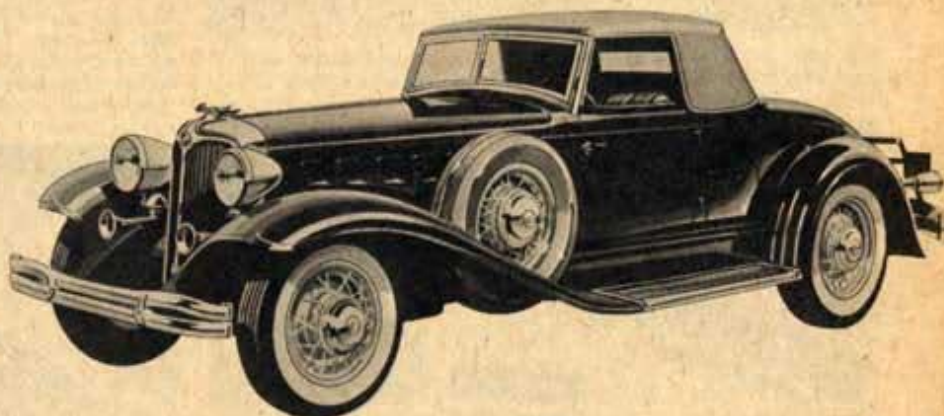
And here's a list of the prizes!
FIRST PLACE: \$100 Savings Bond, plus 20 MPC kits!
SECOND PLACE: \$50 Savings Bond, plus 15 MPC kits!
THIRD PLACE: \$25 Savings Bond, plus 10 MPC kits!
 And that's not all! Five kits each will go to the winners of 4th through 17th place!

HURRY! Get started building your "way out" "Custom Roaring Twenties Bomb!"

The deadline for contest entries is September 20.

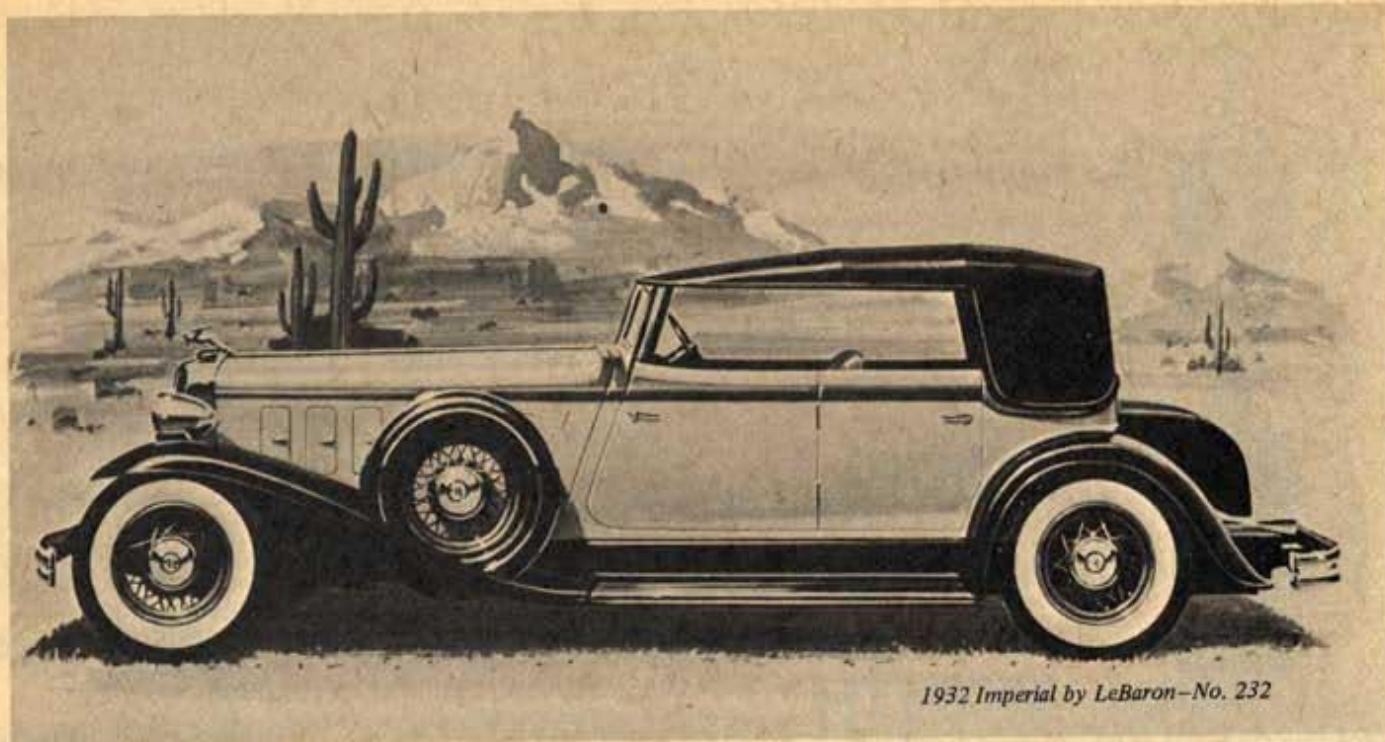
Get going gang—this should be a real test of your model building skill and ingenuity! **\$100 PRIZE!**

1932 Chrysler Convertible Roadster—No. 204



NOT SHOWN

1928 Lincoln Sedan—No. 200
 1932 Chrysler Convertible Sedan—No. 201
 1933 Chevrolet Panel Truck—No. 303
 1929 Ford Station Wagon—No. 305
 1928 Lincoln by Locke—No. 228
 1927 Lincoln Sport Roadster—No. 202



1932 Imperial by LeBaron—No. 232

new MCS contest



1928 Ford Truck—No. 304



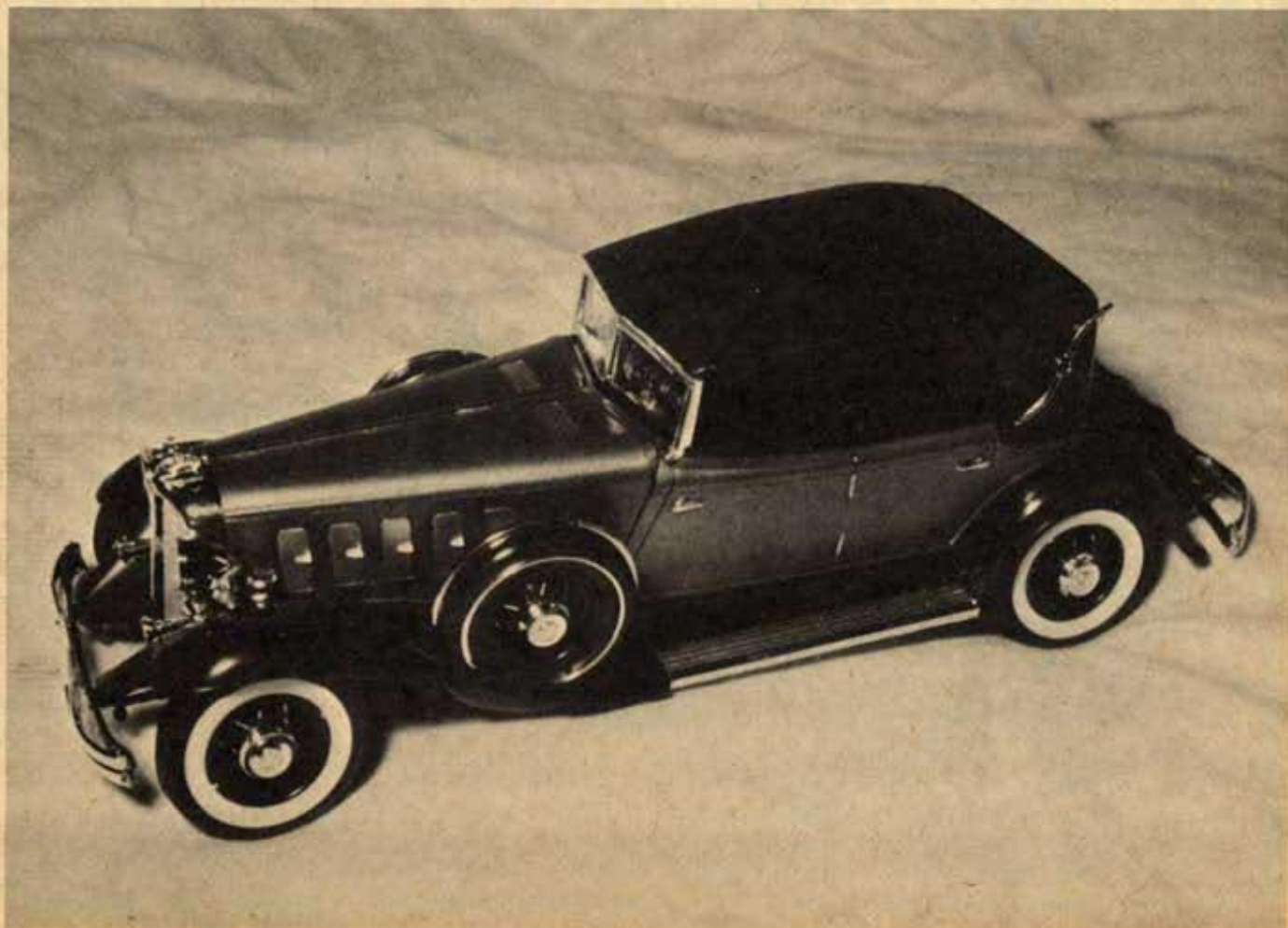
MODEL OF THE MONTH

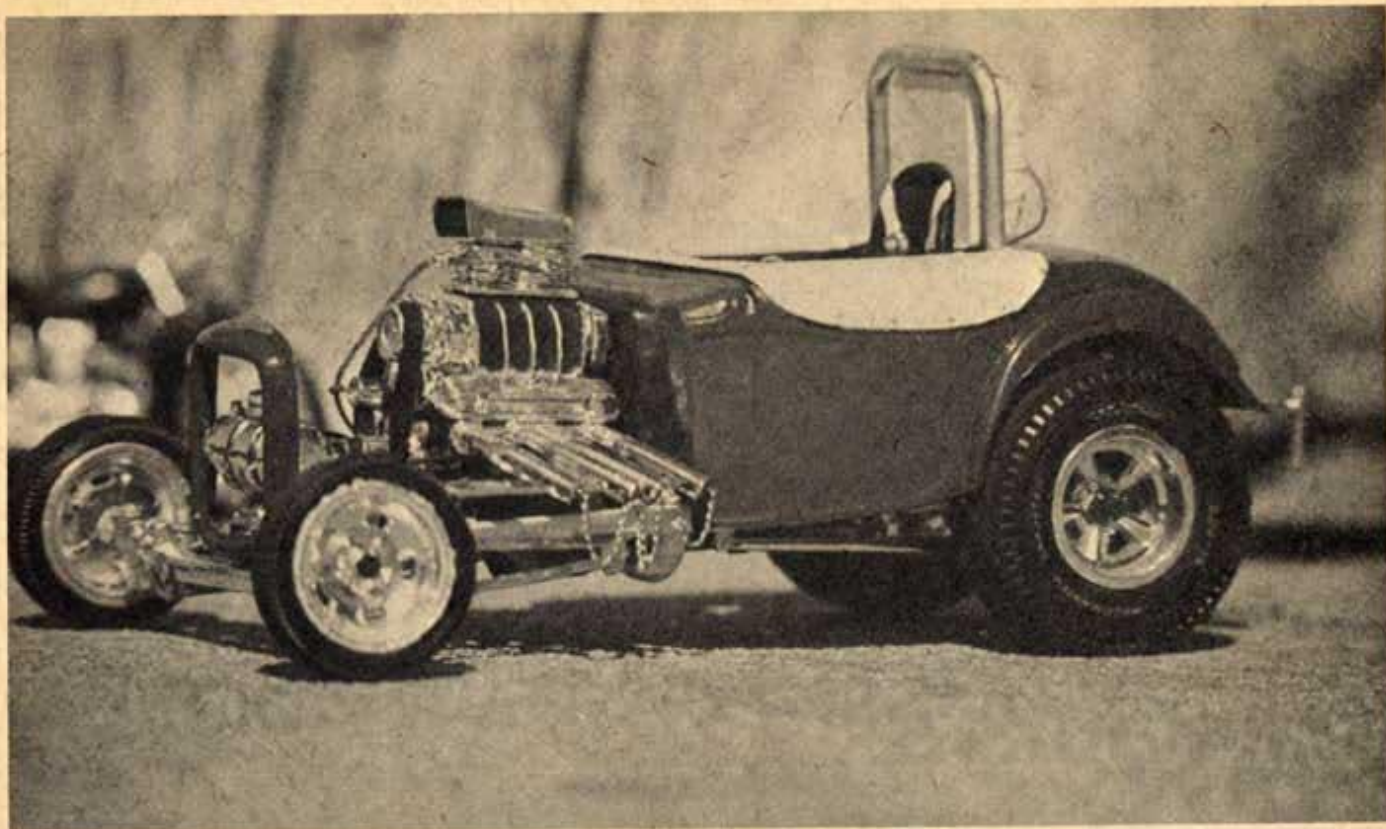
HOW TO ENTER OUR CONTEST

You can enter any kind of a model you like (train, plane, boat, car, etc.) so let your imagination run wild! Just send one or two sharp black and white (no color please, we can't use it) photographs of the model, and a brief description of what you have done to it. Remember, other readers are interested in what you have done to your model, so be specific when mentioning the parts that you used. Send to: Editor, MCS, 171 Barrington Place, West Los Angeles, California 90049. Sorry, we can't return photos.

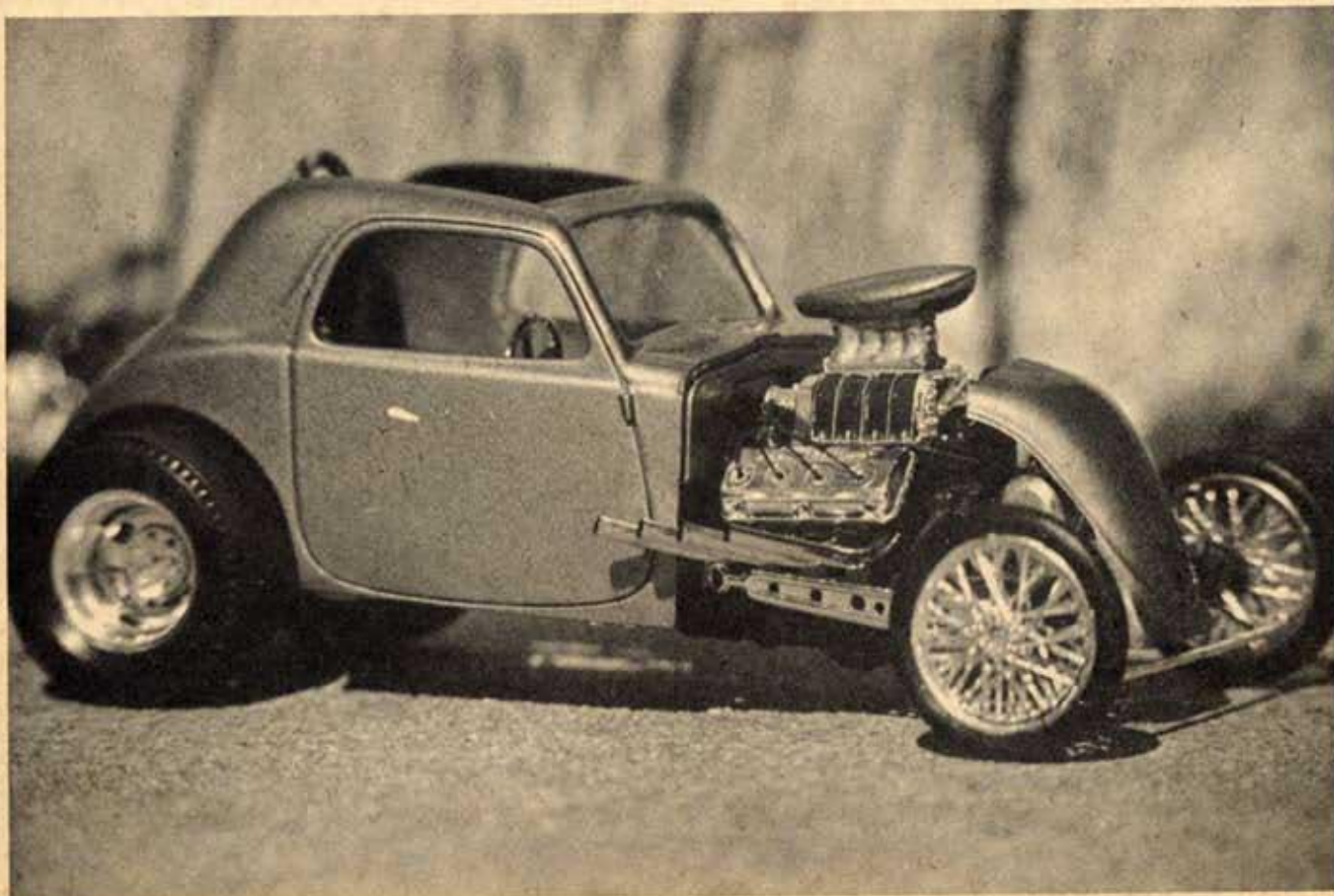
Direct from the Bonnie & Clyde era comes this month's winner of the \$25.00 Bond. This stock 1932 Chrysler sedan, entered by William P. Fleming, 205 East Bloomfield Street, Rome, New York, took 74 days of hard work to complete. The engine is fully wired and painted and the

body finish has 12 coats of silver and gold paint with two additional coats of clear. It was then hand-rubbed. The interior on this old classic is painted dark green and one modern day attraction has been added—handmade seat belts. Sharp Chariot, Bill.





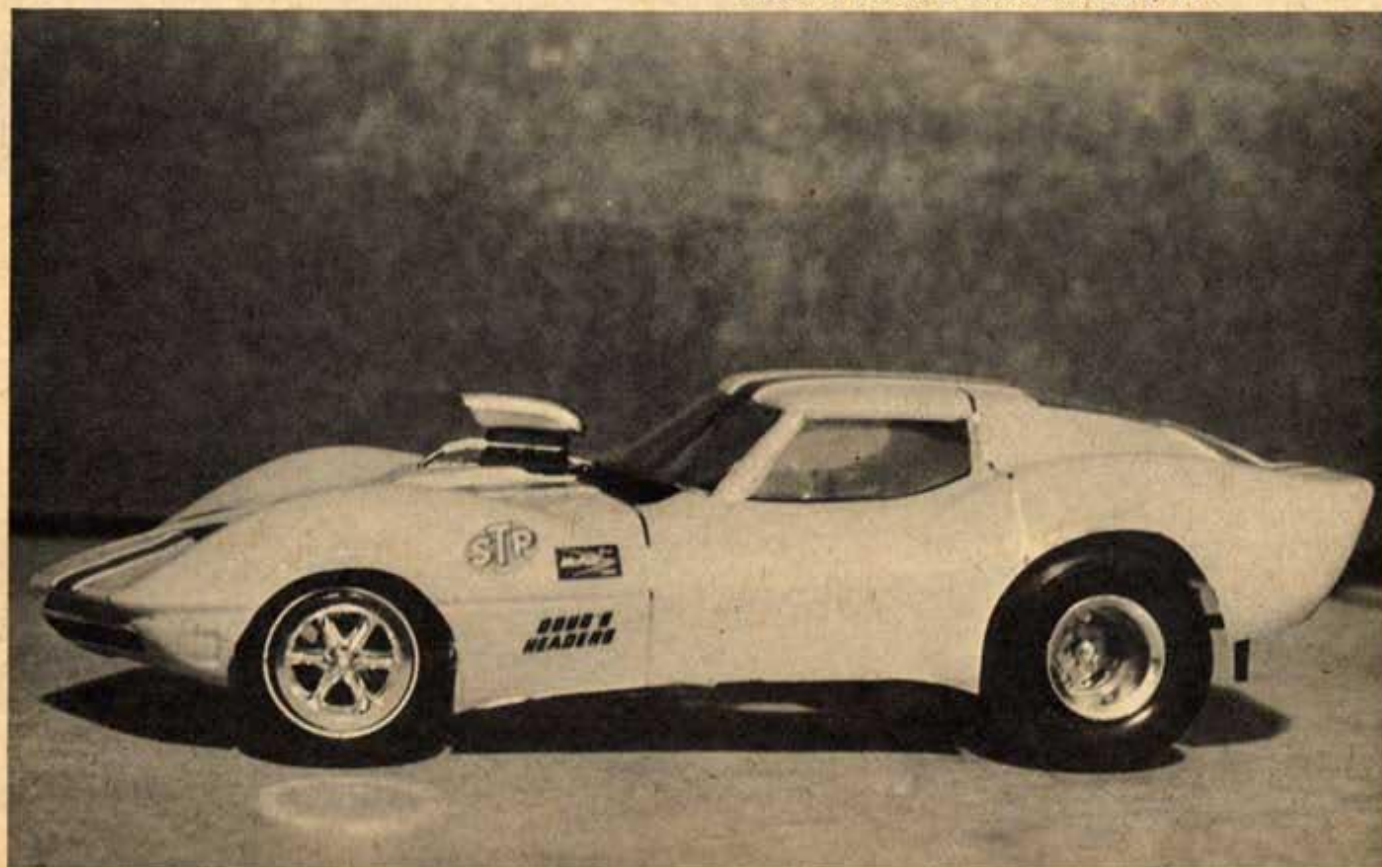
Bill and Alan Curtis, two servicemen from San Francisco, give us a pair of Hot Dogs—a Chrysler powered metallic blue Fiat built from an AMT kit, and a blown Chevy roadster, red in color, with parts from Revell and Monogram. Groovy, guys.

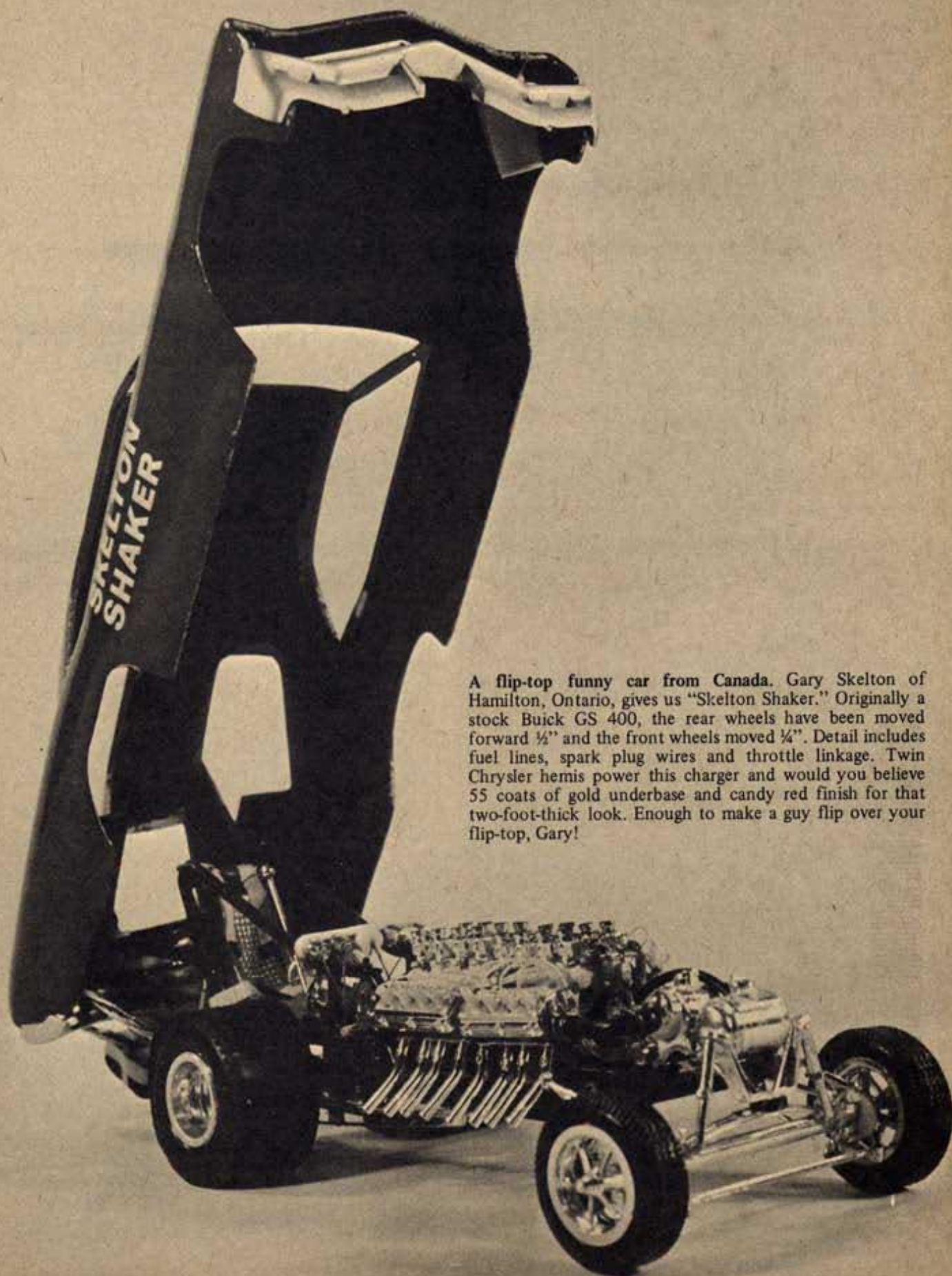




A hard charging competition orange Corvette comes from Robert Stewart of Sunnyvale, California. The body is an AMT super funny car 427 'Vette. Chassis parts were made from a '32 Ford and the 'Vette kit, as were the engine parts. Cool Corvette, Bob!

Shades of Dr. Dick Thompson. A canary yellow Mako Shark from Ric Macher of Florissant, Missouri. Built from an AMT kit and a clear plastic body of a slot car, this stormer had a blown Chrysler engine, Goodyear tires and Halibrand wheels. A meticulous Mako, Ric.





A flip-top funny car from Canada. Gary Skelton of Hamilton, Ontario, gives us "Skelton Shaker." Originally a stock Buick GS 400, the rear wheels have been moved forward $\frac{1}{2}$ " and the front wheels moved $\frac{1}{4}$ ". Detail includes fuel lines, spark plug wires and throttle linkage. Twin Chrysler hemis power this charger and would you believe 55 coats of gold underbase and candy red finish for that two-foot-thick look. Enough to make a guy flip over your flip-top, Gary!



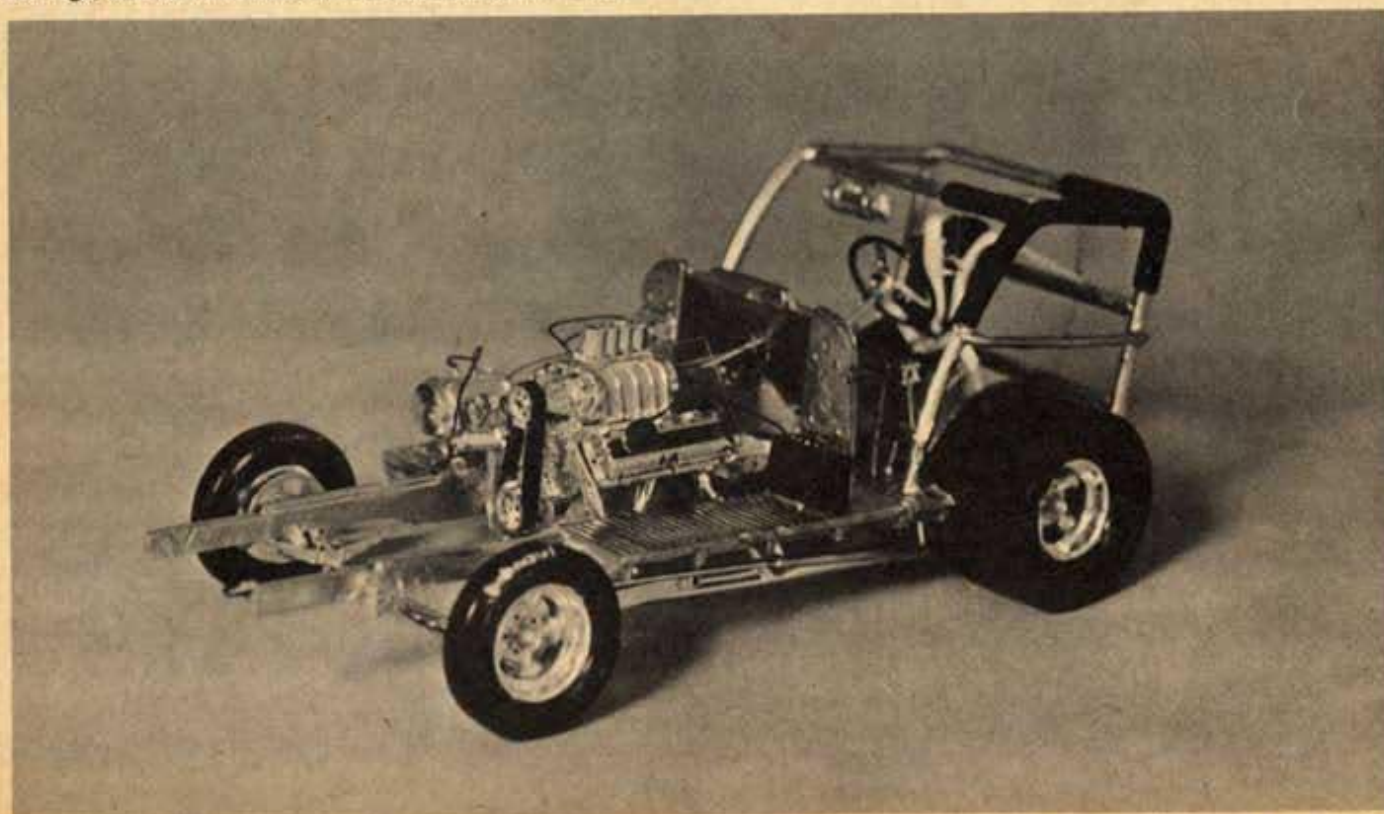
Combination funny car. Parts from MPC '68 Camaro, AMT '40 Willys and Revell make up this sapphire blue Camaro funny car of George Schultz of Tucson, Arizona. With raised body and fully wired parachute, this car also features tinted glass, roll bar and '40 Willys suspension. Gorgeous, George. Let's see more of your work.

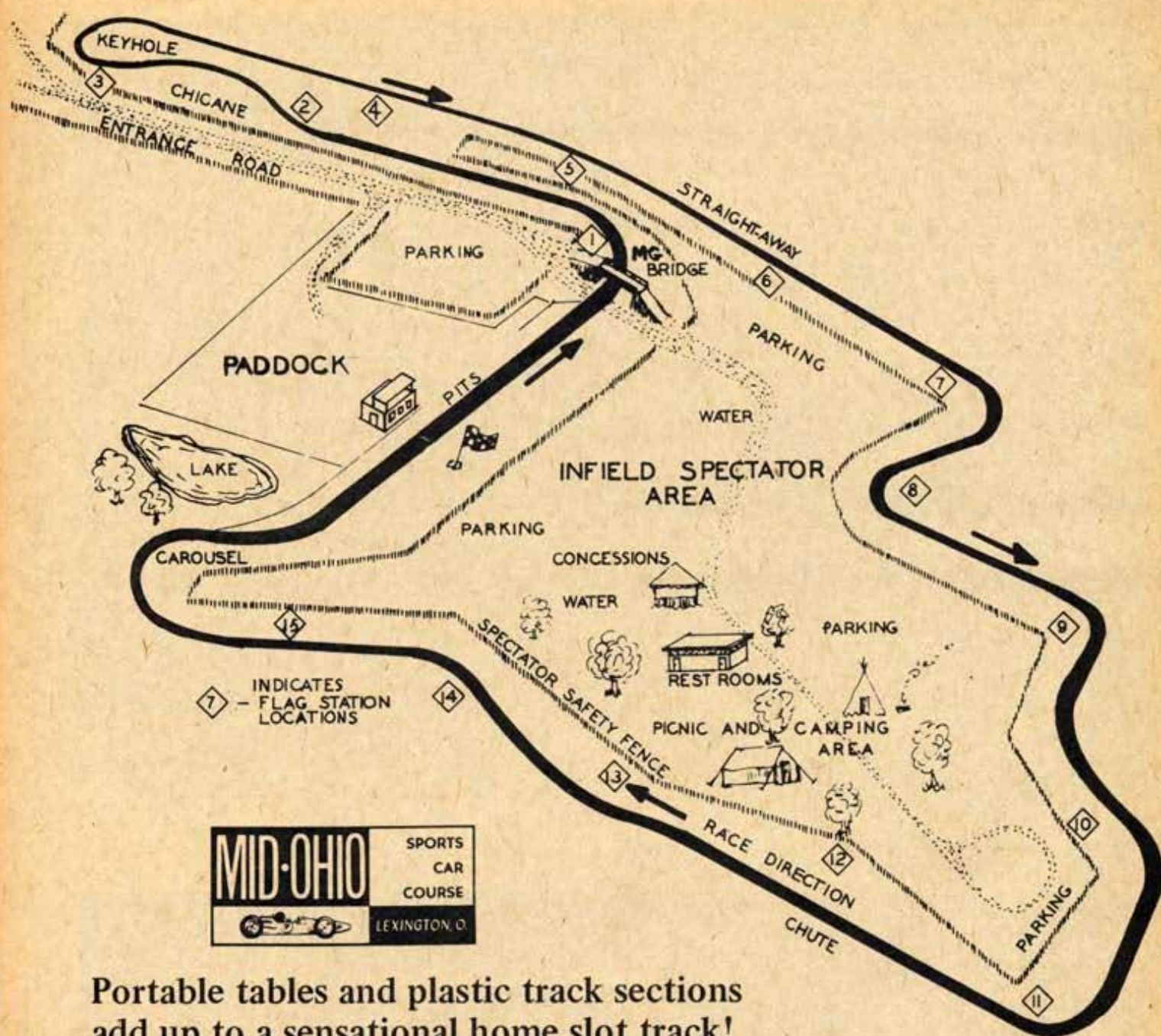
This Dodge funny car dubbed "Detroit Wheels" was entered by Jon Brandimarte of Paoli, Pa., and is a combination of an MPC Dodge kit and parts from Revell and AMT. The Chrysler engine is detailed with plugs, ignition wires, fuel lines and throttle linkage. Body paint is AMT metalflake red with detail parts of silver and black. Wild wheels indeed, Jon.





Der Autobus of Paul Hurly from Scarborough, Ontario, Canada, has solved the quick trip to the store hang-up. This Revell kit features a two-tone white gloss and metallic gray paint job, and a blown late model OHV V-8. The chassis has been lightened and the driver's compartment placed over the rear wheels. It is also completely outfitted with a roll bar cage, seat belt and harness. Unusual and clever, Paul.





Portable tables and plastic track sections
add up to a sensational home slot track!

BUILD THE IDEAL HOME SLOT TRACK

PART ONE

By Robert Schleicher

Home racing set owners, attention! YOUR home racing set can form the nucleus of a complete "clubman"—type racing circuit, either two or four lane. There are enough different types of track sections now available to allow you to duplicate just about any type of track plan or style you would wish, including chicanes, banked tracks, reliable electric lap counters—the works. You do NOT need to have a carpenter created routed track to have a successful club raceway.

With this issue, MC&S begins a continuing series of articles that will show you how to make portable home racing systems up to 60 feet per lap, with four lanes or two, removable scenery, portable pits, AND the methods and means to use ANY brand of home racing track sections to do the job.

The first step is to get the track off the living room rug and away from all that lint, dust and human back strain. Portable tables for a portable track

system are the obvious answer. Follow our bill of materials and instructions, and you'll have a portable 4- by 8-foot table that stows into 2 inches of wall space and weighs less than 12 pounds. If you have enough track for a really large raceway, build more tables and clamp them into a solid system with a handful of 75-cent hardware store "C" clamps. Our table "system" includes three 4- by 8-foot tables and a single 4- by 6-foot table to better fit the room in a two-car garage/raceroom.

You can start with a single table to fit an extended "figure 8" set and simply add on tables as you buy additional track sections. With a set of stow-away tables, you can take full advantage of the portability of sectional home track sets. If you need more reason for using home raceway track rather than hand-routing a home track, consider these:

ADVANTAGES OF HOME RACEWAY SET TRACK:

- *portable (no special room required)
- *two or four lanes
- *banked track easy to add
- *plug-in controller connections
- *plug-in electric or mechanical lap counters

- *easy to change track plan from one race meet to the next
- *cost can be shared, with two or more club members supplying track and/or power supply
- *little maintenance required on track surface or pickups
- *semi-rough track surface reduces need for messy tire additives
- *at least four different radius turns per lane in 4-lane "figure 8," plus "ess-curve" track plans

12-1 1/2" x No. 8 flathead wood screws	.20
1 set (4) round hardwood legs with mounting brackets and screws	4.79
2-2/3 yards "Hopsacking", 44 inches wide, 11 ounce/yard, olive green	3.92
1 package (100) staples for hand staple gun, 1/2" long	.64
4 ounces white glue	.47

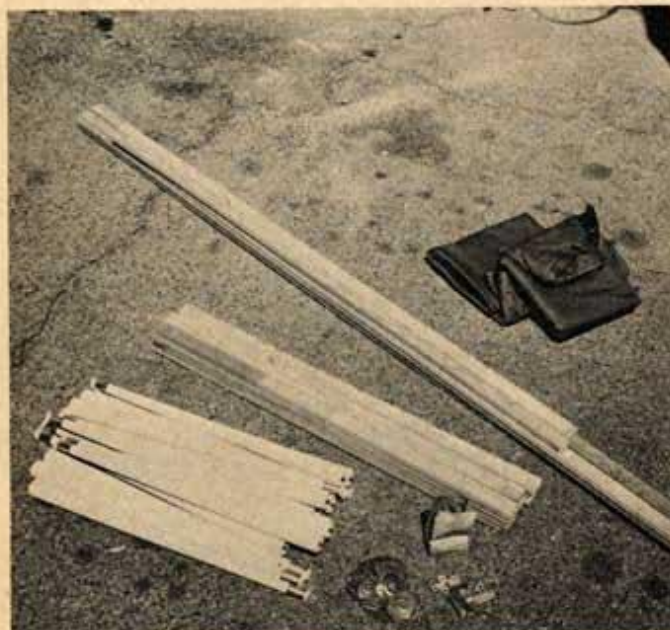
TOTAL: \$11.70

BILL OF MATERIALS (materials for one 4' x 8' table)

2-"1 x 2" x 8 ft. select pine @ 48¢	\$.96
3-"1 x 2" x 44" select pine @ 24¢	.72

TOOLS

Electric hand drill
No. 8 pilot bit
Saw
Screwdriver
Staple gun



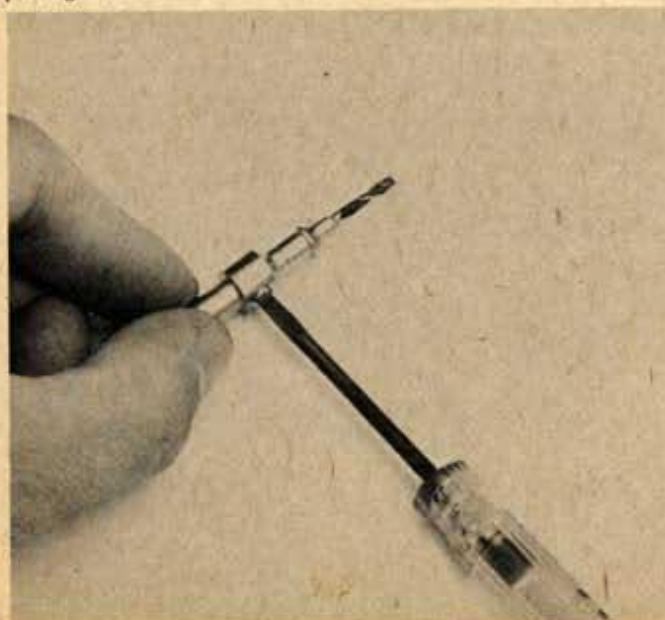
Bill of materials lists all pieces. Enough shown here for FOUR stow-away tables.

"Pilot" bit pre-drills holes for screws to make job easier and to avoid splitting wood. Pilot bits mounts in electric drill.



Tools are simple, can be rented if necessary. Staple gun is a "must." All are listed in "Bill of Materials."

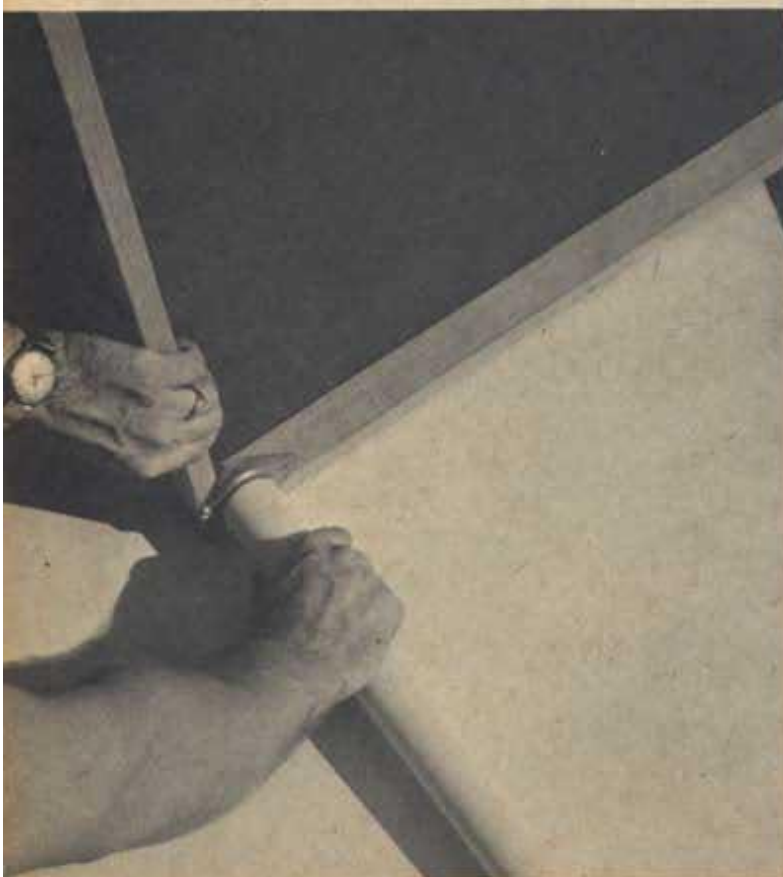
Use two of the No. 8 x 1 1/2" flat head wood screws at each joint. Drill one pilot hole, attach screw, then drill second hole.



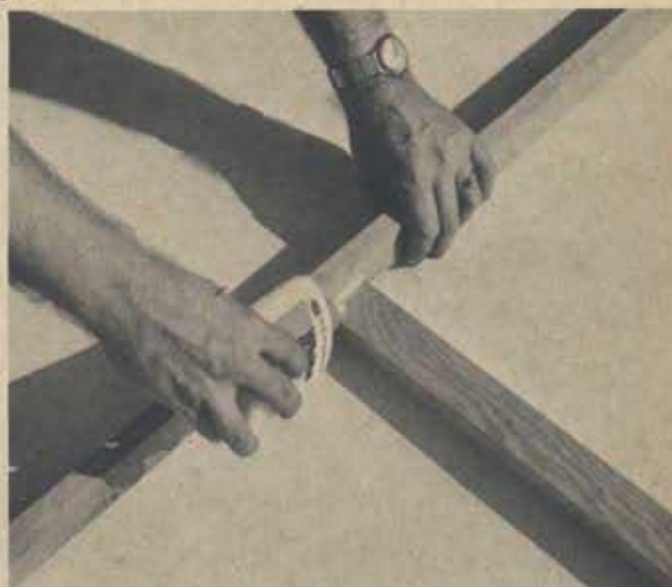


Screw holes for attaching screws for each leg plate are pre-drilled with a pilot bit also, then screw is driven in.

Wood legs have built-in attaching bolts at top; simply screw on and off of plates at each corner. Wood screws hold plates permanently to each corner of table.



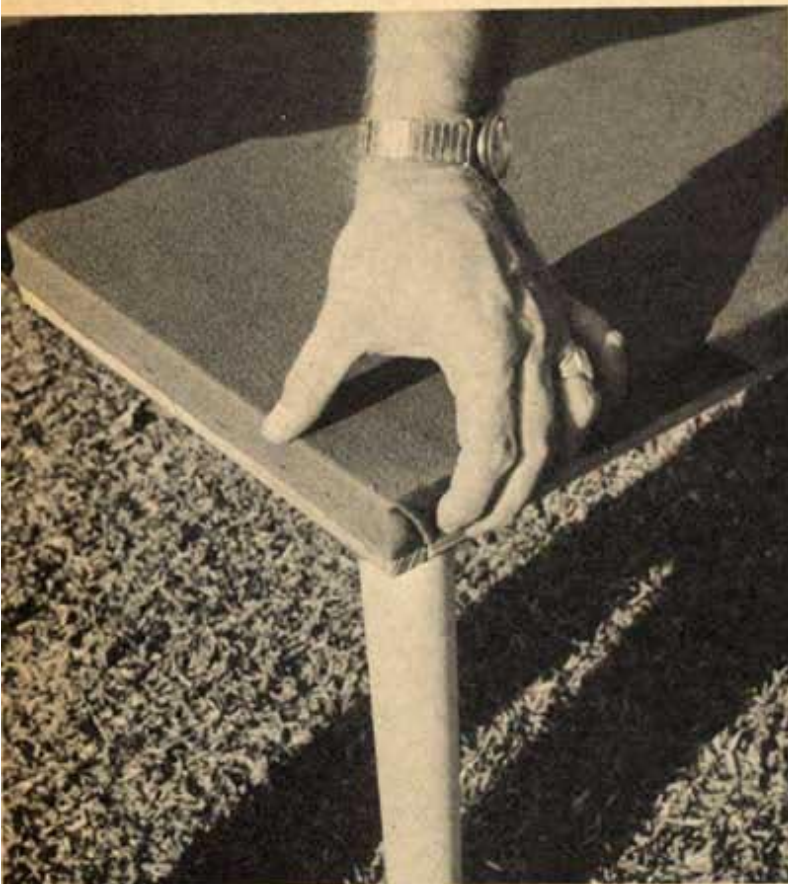
Flip table frame over and liberally fill in each corner with white glue.



A cross brace is added to center of each table frame with wide side of "1 x 2" flush with top of table. Wood screws attach brace, with white glue for strength.

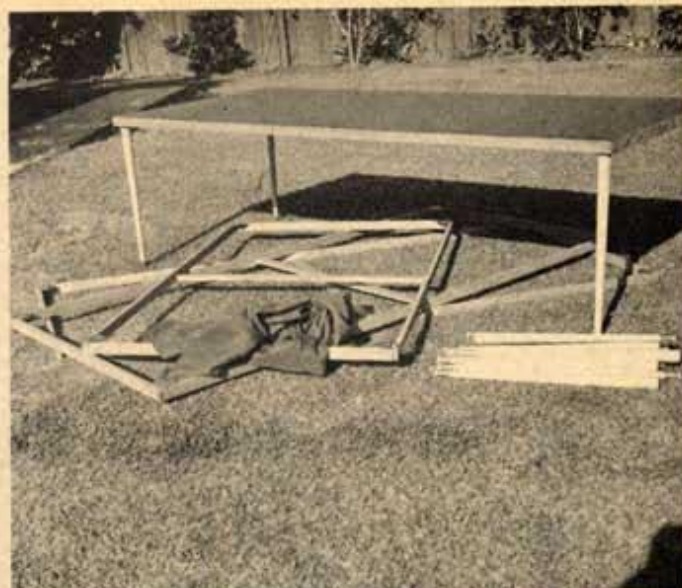
Staple the "hopsacking" cloth over the edge of one side of table first, then stretch across and staple opposite side.





Any excess cloth can be trimmed away with a single edge razor blade. Leave at least $\frac{1}{2}$ " of cloth around every staple.

Corners are wrapped with cloth as shown for more resistance to tearing, then stapled in place and excess trimmed away.



One completed table is shown here with frames, cloth and legs for three more tables ready for assembly.



A simple 21" radius oval of track is shown here, but a number of different track plans would fit same 4' x 8' area.

75 cent "C" clamps can be used to clamp two or more of the stow-away tables together for raceways larger than 4' x 8'.



Barris Kustom City, in North Hollywood, California, has produced some of the wildest customs (excuse us, George, "Kustoms") that the world has ever seen. The television and movie people beat a constant path to George's doors, searching for that certain off-beat creation that will set them apart from the rest of the Hollywood stars. Batman and Robin ride in Barris' Batmobile, the Munsters in the Barris Mun-

ster Coach, and the beat goes on for Sonny and Cher, Frank Sinatra, and many more.

The "Kalifornia Kid" will continue to hammer (and lead) out his kustom kreations until California breaks off and falls into the ocean (scheduled for early spring, 1968), because California baby, is where it's all happening. And the Mustangs, as you can see, are right in the middle of it all, as usual.

From mild to wild, the little horse has seen it all.

THE CUSTOM MUSTANG

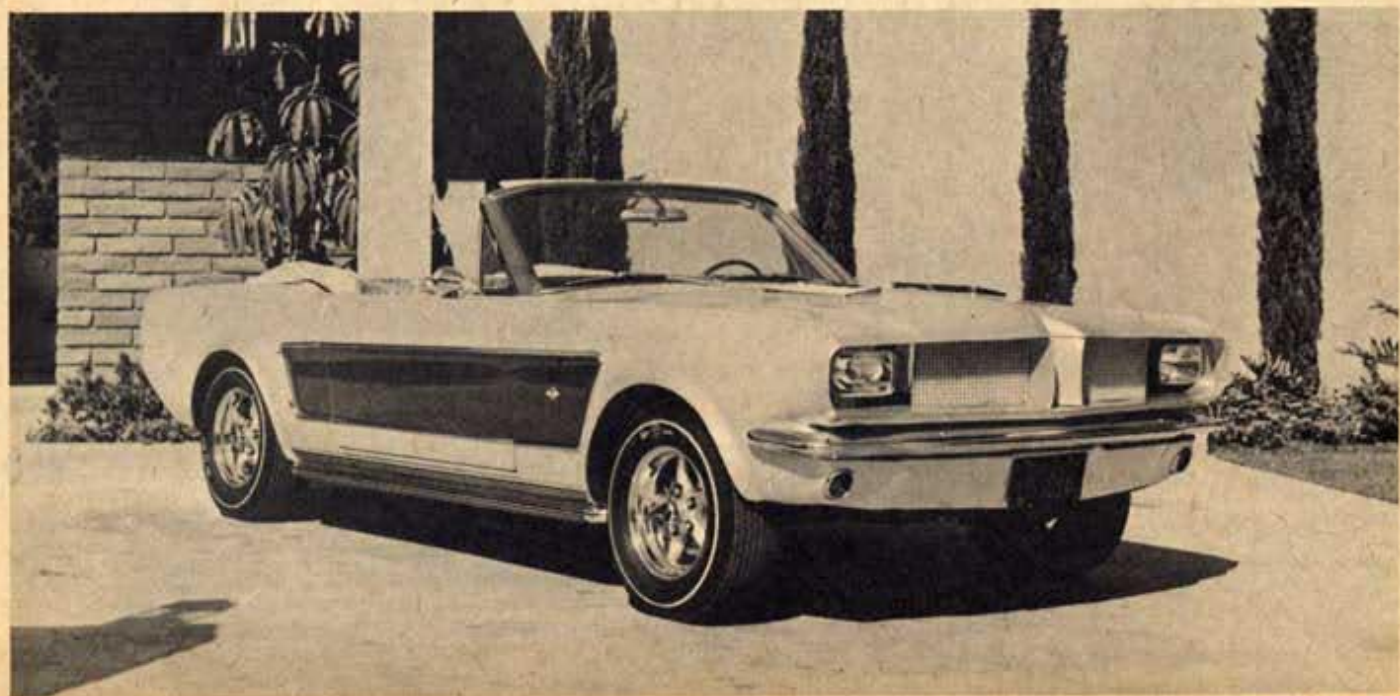
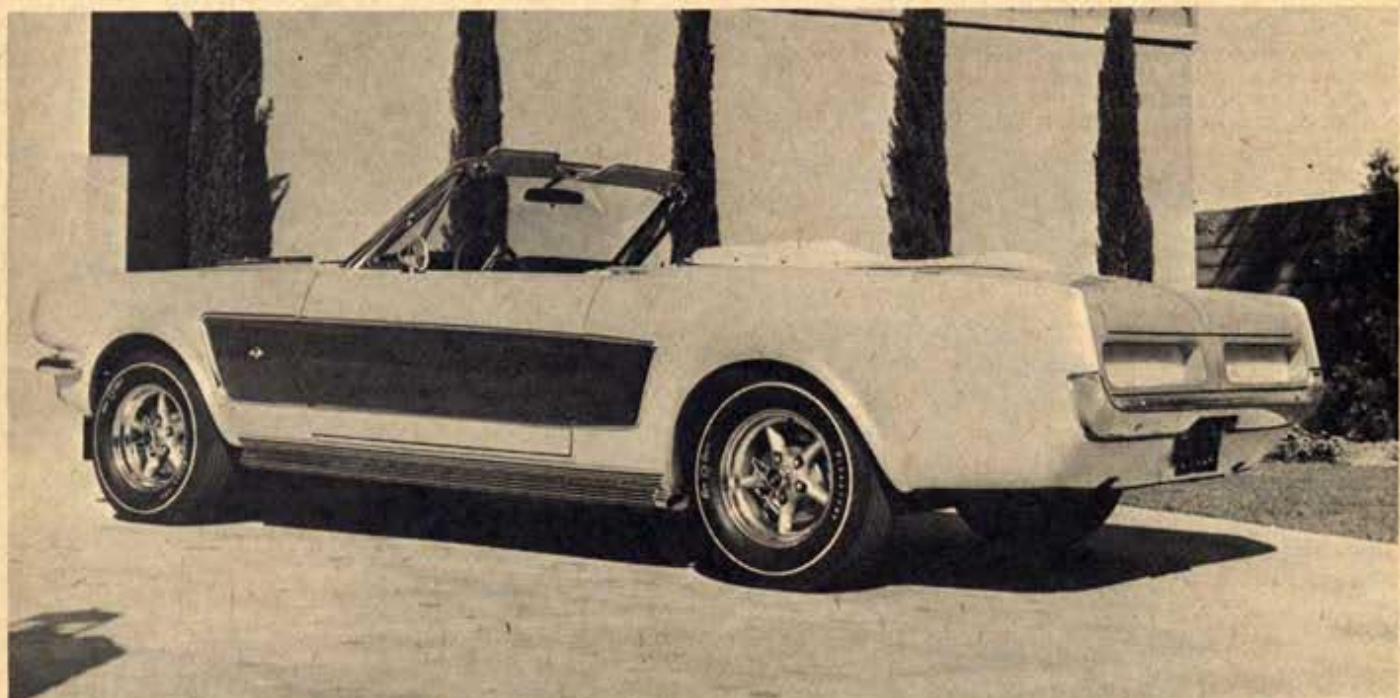


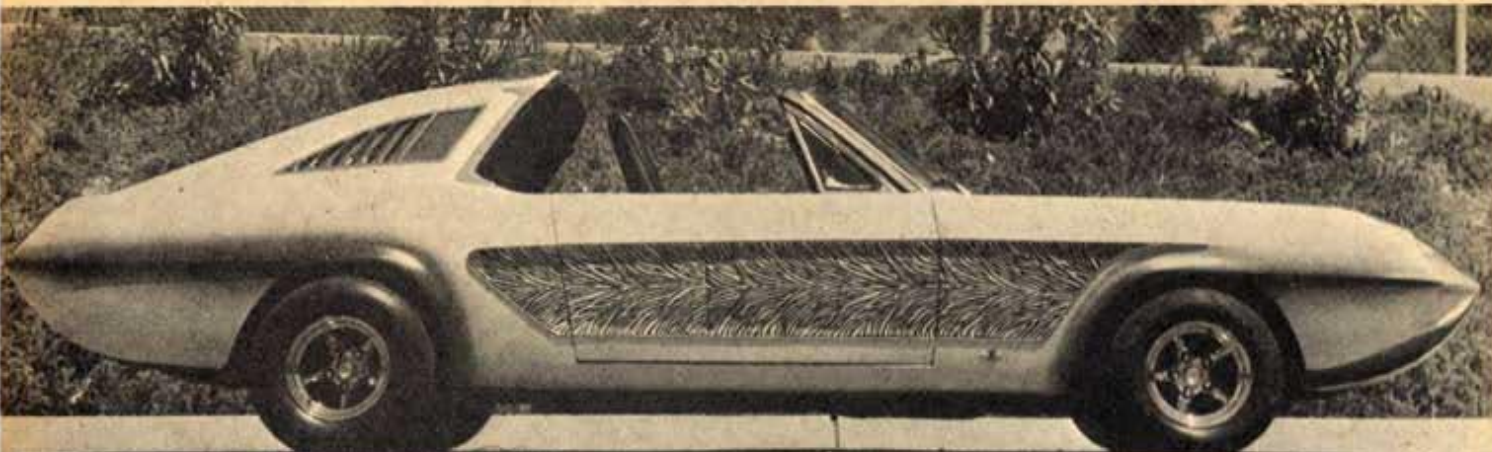


The Sonny and Cher "His and Her" Mustangs were created by George Barris, one of California's leading customizers. The cars have been featured in the new movie, "Good Times." The famous pair drive the cars to work daily. The exteriors of both cars are identical, except Sonny's has an egg-crate grille, front and rear, plus hood scoops, while Cher's car has the feminine touch with white lace plastic overlay in the grilles.

The double cavity taillight design coincides with the front grille area. Rader wheels are used in a wire casted styling on "Her's" with spoke mags on "His" in polished alloy and chrome. Wide-base Firestone oval tires with thin white wall stripe add the finishing touches on the circular wheel well openings.

Door handles have been removed with upper latches flush-fitted into the top panels. The extruded ribbed Reynolds Aluminum rocker sides are from a set of A.I. exhaust headers. The body silhouettes are patent leather, in kandy red and gold antique, trimmed in bright chrome molding.





This baby Zebra hide-covered customized Mustang was specially made for "Marriage on the Rocks," starring Frank Sinatra. The exotic paint job consists of oriental pearl of essence, in gold, black and white, sprayed over a satin white underbase. The back half of the fast back cantilevered roof attaches to the body, with Scottish

pebble grain leather fitted on the inside of the wings, and extends on into the deck panel. The front half is removable and is in a matching black leather. Chrome plated vents relieve the inside air, and enhance the one-way glass that you can see out of, but not into! We could think of a number of uses for a car like this!



The tank occupies a unique place in the history of modern weapons and armored fighting vehicles. Prior to the 24th of April, 1918—the height of the First World War—the machine gun held sway over the battlefield. The almost simultaneous appearance of the British “Tank Mark IV” and the German “A7V Sturpanzerwagen” on the battlefields of France opened up a new era in weaponry. On this date, the first tank-versus-tank battle was fought between the British and German machines, even though tanks had engaged troops for about two years before this battle. The fact that the British tanks were victorious did little to dampen the enthusiasm of the Germans for tank development. The closing defeats of the war did that. The tank as an effective battle weapon had to wait until the next war for its justification.

Just as the famous Tiger and Panther tanks were the mainstay of German armor during the Second World War, the Shermans and Pattons were the prime armored weapons of the American forces. The Sherman most distinguished itself in the U.S. Third Army during 1944-45 battles with the then superior German tanks and, in the most effective use of armor, against ground troops and supply lines.

Literally thousands of the M4 Sherman tanks were constructed during WWII, with dozens of minor and major variations in design. There were, for example, three different hull designs: a cast hull, the early welded hull, and a 45° front welded hull. The suspension and tracks were changed in late 1944 from the earlier 16½" wide track with outside braced “bogie” wheels to a 23" wide track with what is called a “horizontally volute suspension system” with supports behind the wheels. The most common gun on the early models was a 75mm which was replaced, about the same time the suspension changed, with a 76mm gun.

There were numerous special modifications to the basic Sherman tank to produce heavier tanks, or anti-tank tanks, or rocket firing tanks, but the basic side profile remained quite similar.

Revell's model incorporates the cast hull with the early 75mm gun and the late, wide, suspension. Like most real Shermans, it reflects no standard design combination. The particular model in these photos was researched and detailed by modeler Dave Musikoff with added hand grabs, antenna, stored canvas tarps, and spare gas and equipment storage tanks on the sides. The paint and markings follow the pattern of U.S. Army tanks based in the deserts of Tunisia during WWII.

Note the many minor detail changes as compared to the “stock” kit on the box cover.

Most public libraries carry back issues of LIFE and other magazines of the 1940's that offer dozens of shots of the armored fighting vehicles of the time. The 60 cent PROFILE booklet No. 3 on the “M4 A3 E8 Sherman” offers photos of most variations and a color drawing of one. The No. 7 series Bellona scale drawings contain more

data and drawings on the Sherman in the “VC Firefly” variations. Four other vehicles are on the Bellona plan at 85 cents. The more up-to-date and scale-conscious hobby shops carry both PROFILE booklets and the Bellona prints, or you can order them by mail (add 50 cents per order postage) from John W. Caler, 7506 Clybourn, Dept. S, Sun Valley, Calif. 91352. The Revell tank kit can be found in most hobby shops or department stores.

THE M4 SHERMAN TANK

The
“big gun”

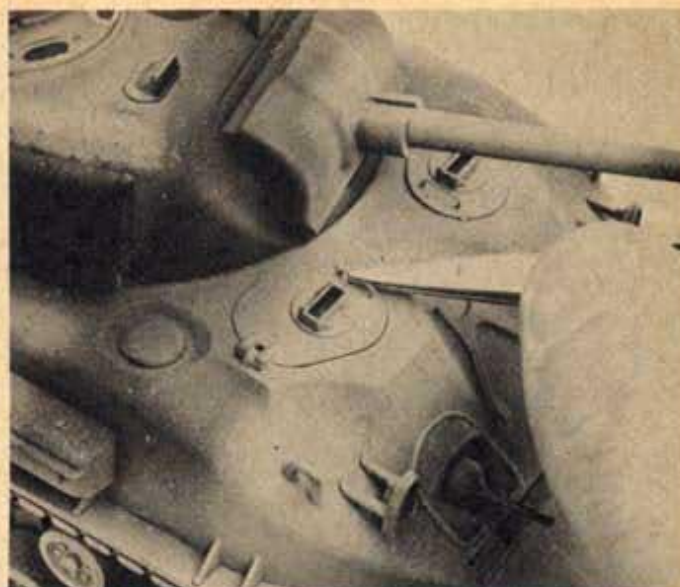
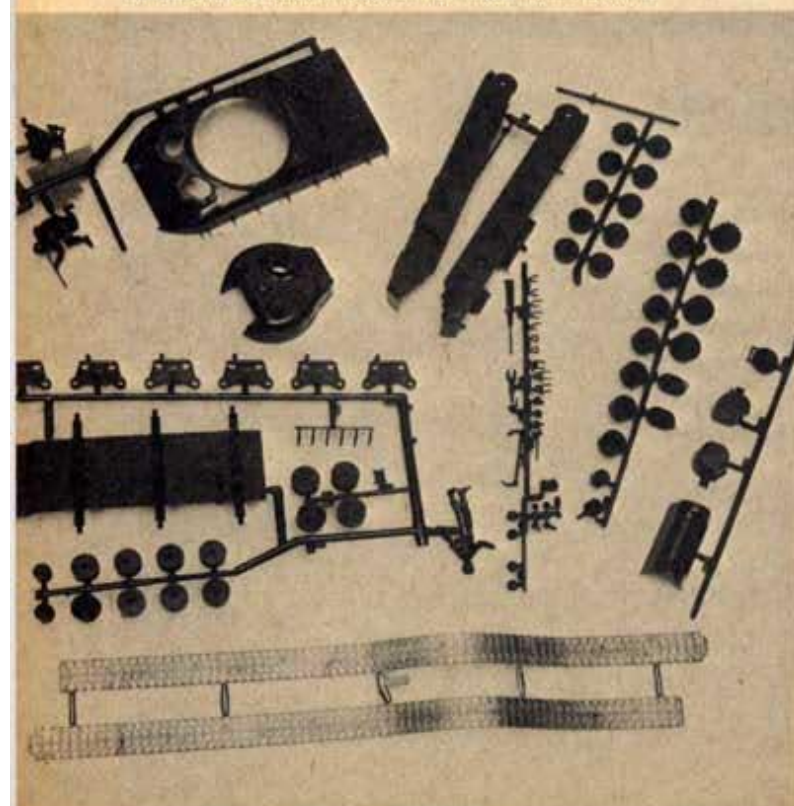
in the Allied armor arsenal in World War
Two makes a very interesting model



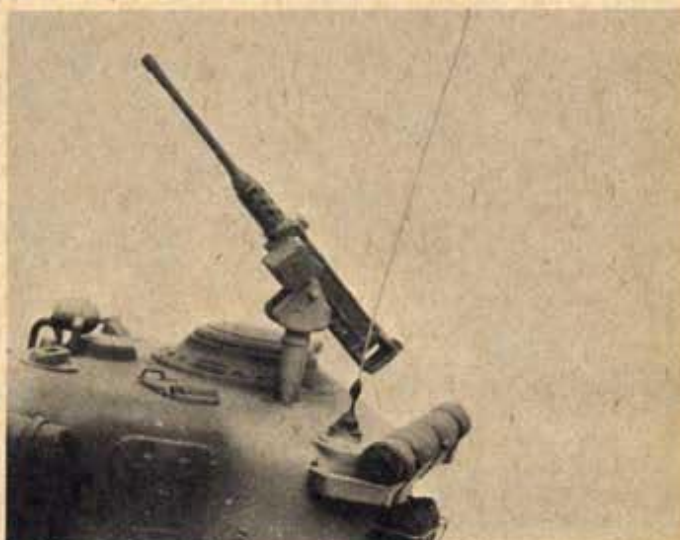


Revell's 1/40 scale Sherman tank kit sells for less than \$2.00. Historical background on this Sherman and its variations in the PROFILE booklet at 60 cents.

Complex-appearing vehicle has few kit parts with superb molded-in details, rubber-like tracks, and moving turret and guns.

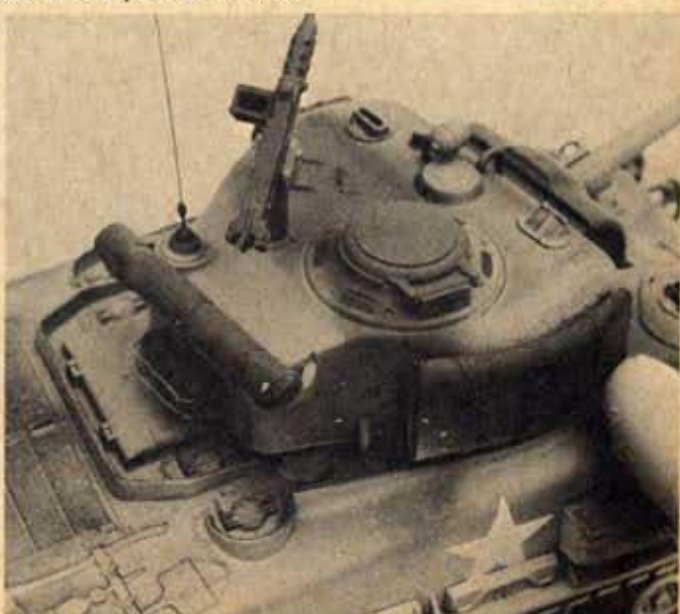


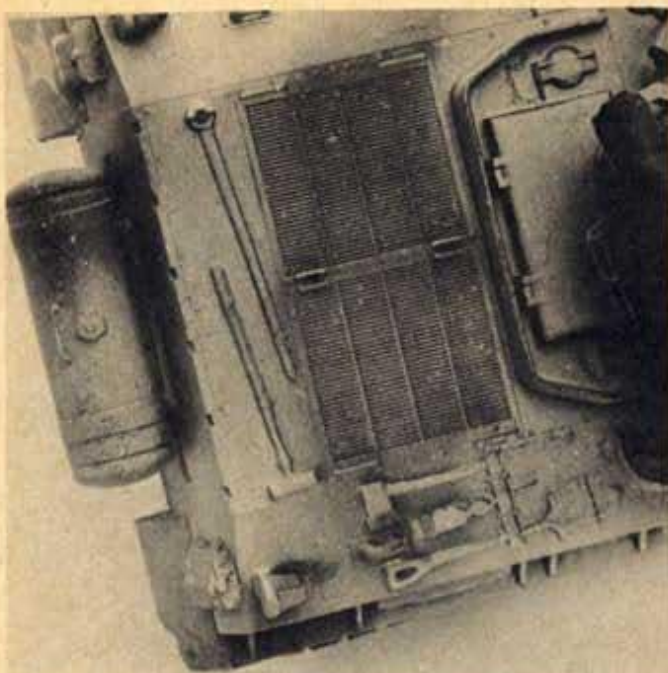
After vehicle is assembled according to Revell instructions, you can add the "super" details, like formed piano wire handles.



Radio antenna is a piece of picture hanging wire separated into a single strand and pulled straight in a vise. Glue in place.

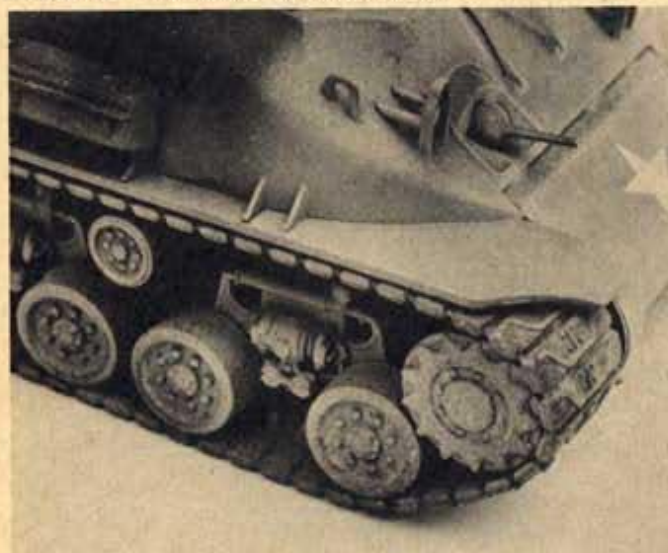
Most armored vehicles carried a profusion of tarps for camouflage as well as protection of crew and vehicle. Scraps of silk rolled up, glued and wired in place do the trick.





All of these details—grills, shovels, pry bars, and axes are molded into the rear deck of the Revell Sherman tank.

Tracks and "bogies," as well as drive wheel, have enough detail to show up well even in a close-up photo like this.



These views reveal detail added to Revell kit by modeler Dave Musikoff. Note tarps, extra rack on turret, rear gas tank.

Since this Revell Sherman tank is painted to match one used in the deserts of Tunisia, the sand is its "natural" habitat. Dust and nighttime dew have combined with sun to bleach out the original olive drab color.





DUNE DRAGGER

Off-The-Road racing is the big thing for 1968.
This Jeepster jitney should beat 'em all!

By Robert Schleicher

A Jeepster? Well, sort of. But it does have four wheel drive, floatation tires, and one of those whadayacallit Ford engines with the overhead cams. If this is your first look at an off-the-road runner, tune in—they're the latest in riding with both motorcycles and cars competing in cross-country (and they DO mean country) races like the Baja and Las Vegas events earlier this year. No, there isn't an exact real copy of this car, at least not yet, or that

we've heard about anyway.

The high power-to-weight ratio and the ultra-wide tires ("floatation tires," they're called) are typical of the top performing vehicles in these events, so don't be too surprised if someone does show up with one of these wild machines. Even if they didn't want to race it, the owner would sure be king of the sand hills.

Our model is based on a brand new kit from MPC called the "Jeepster." The ultra-wide tires are from the MPC

1/20 scale STP Indianapolis Turbine, but they make a near scale replica of what a 1/25 scale high floatation tire would look like. The Jeepster includes a fully detailed chassis right down to the gear transfer case for the four wheel drive—one of the most detailed chassis in any 1/25 scale kit. Both the tiny V-8 and the mighty single overhead cam Ford V-8 engines are included in the kit. The "Holy Toledo," the Kaiser Jeep main plant is in that Ohio city.

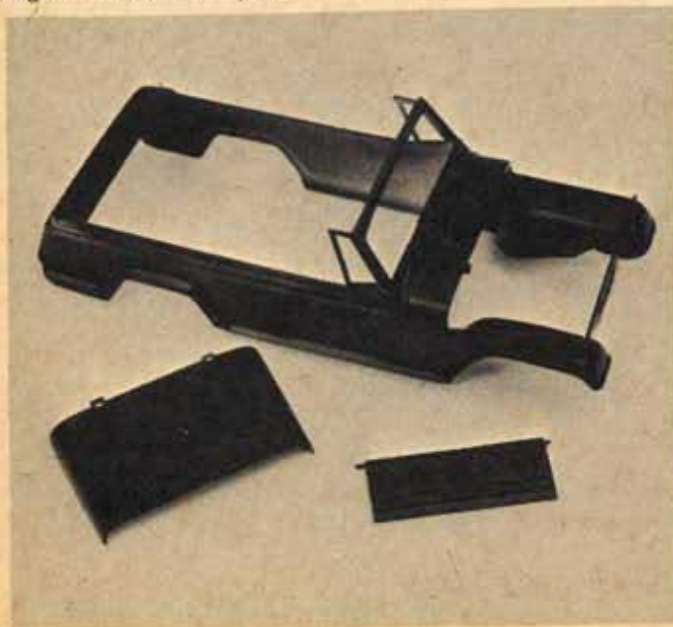


Wheels and tires from the MPC 1/20 scale Indy Turbine kit make fine duplicates of 1/25 scale high floatation tires for our 1/25 scale MPC off-the-road racing Jeepster.

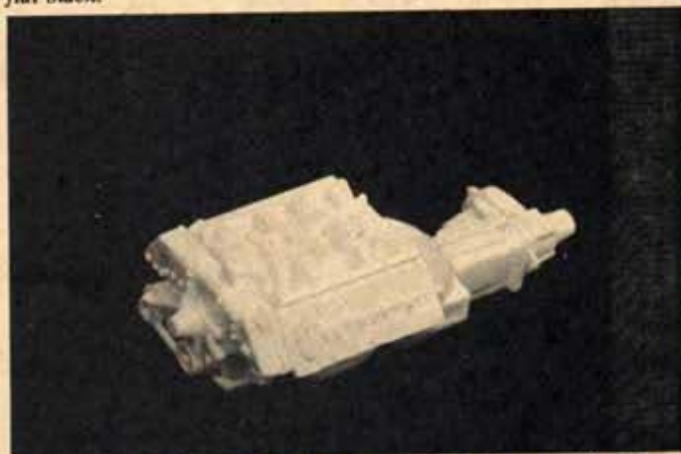


The wheels, tires and V-8 from the Jeepster kit will not be needed. Trim the other parts shown from their plastic "trees."

Glue on the grill, then sand, prime, and paint the body, hood, and tailgate in their stock kit form.

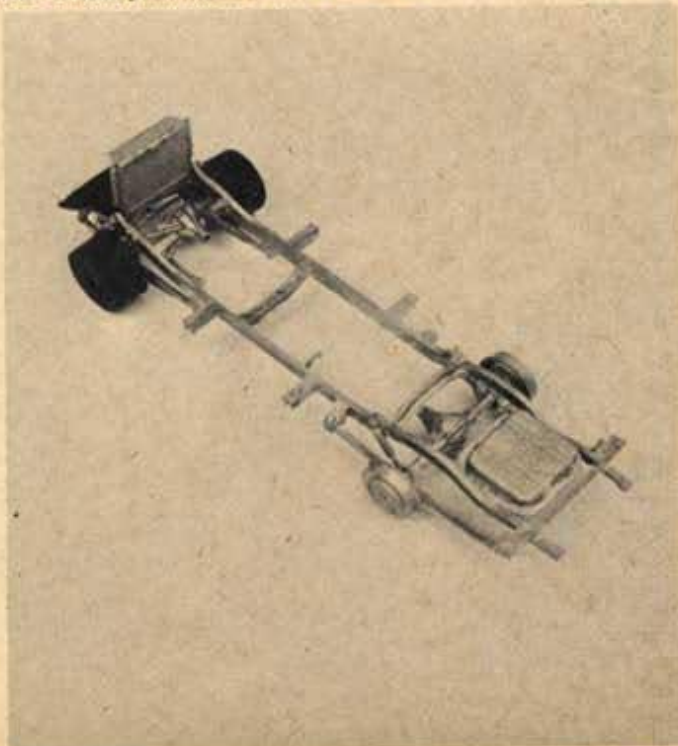


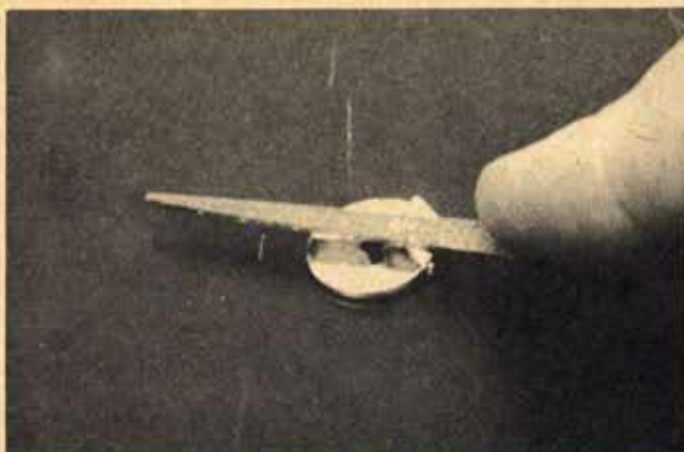
Interior is assembled with the MPC roll-bar and standard dash. Spray flat black.



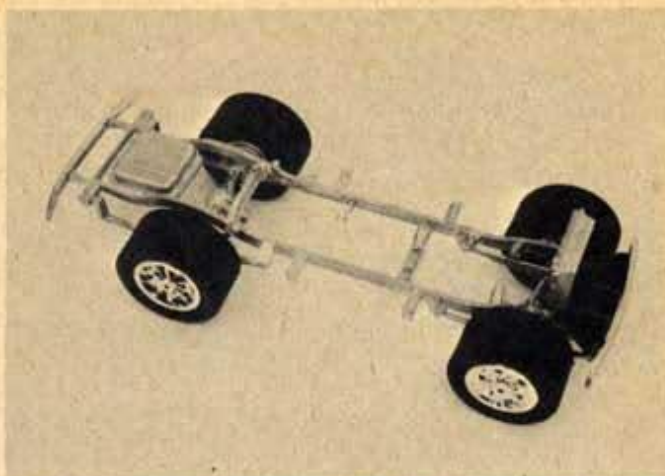
Ford sohc V-8 engine from the Jeepster kit is assembled, less chrome, to ease detail painting. When dry, add chrome bits.

Jeepster chassis is stock with the exception of the MPC 1/20 scale STP Turbine front wheel inners. Paint silver.

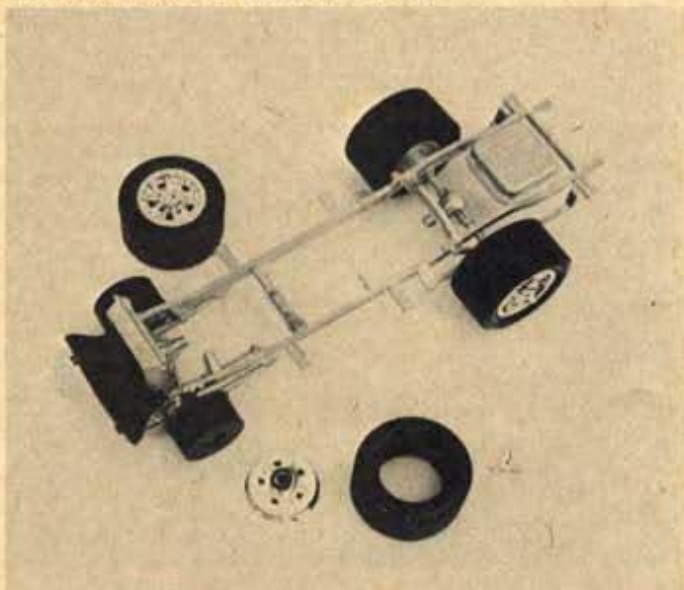




File the calipers from a pair of the STP Turbine disc brakes so they can be used as wheel spacers on our Jeepster.

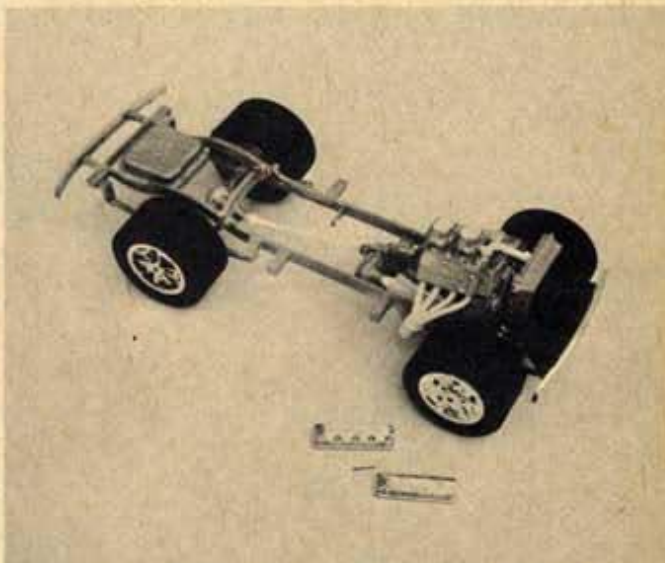
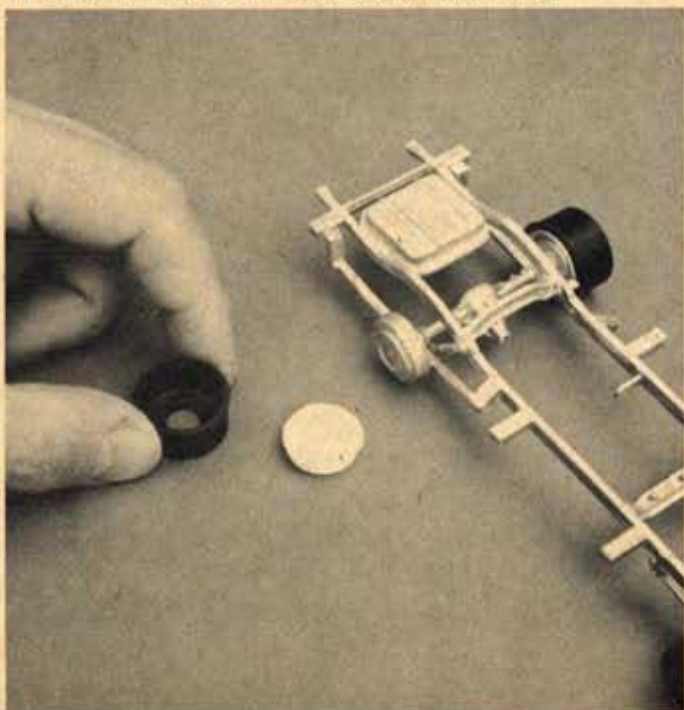


1/20 scale road racing tire tread looks like a respectable traction tread on this 1/25 scale chassis.



Stock Jeepster wheel outers act as spacers to move rear turbine wheels and tires clear of Jeepster frame.

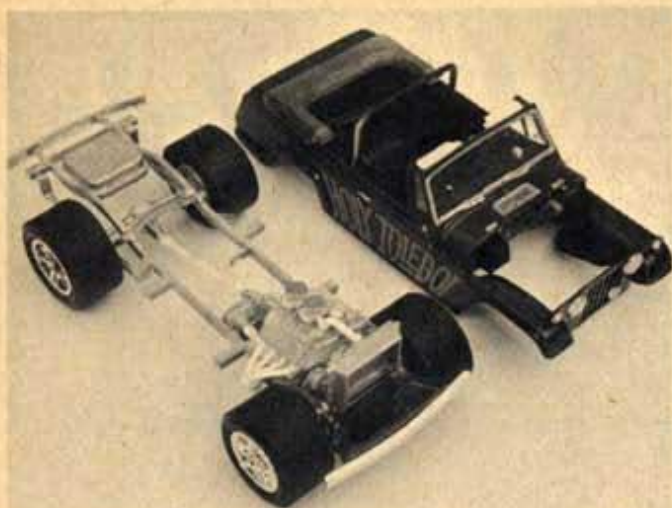
Place modified STP Turbine disc brakes between inner and outer wheel halves to space front tires out from Jeepster frame.



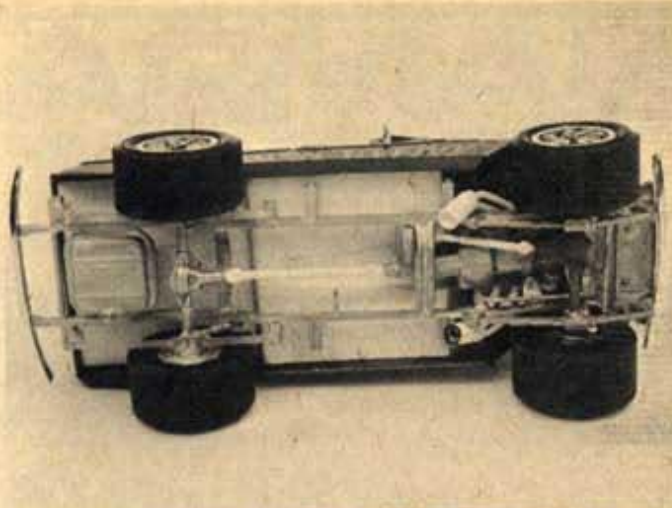
Ford V-8 is added next with all of its accessories. Do NOT glue on chrome valve covers (carriers) until after body is added.

Liquid plastic cement is used to attach windows and lights. Touch up handles and trim with silver paint and brush.

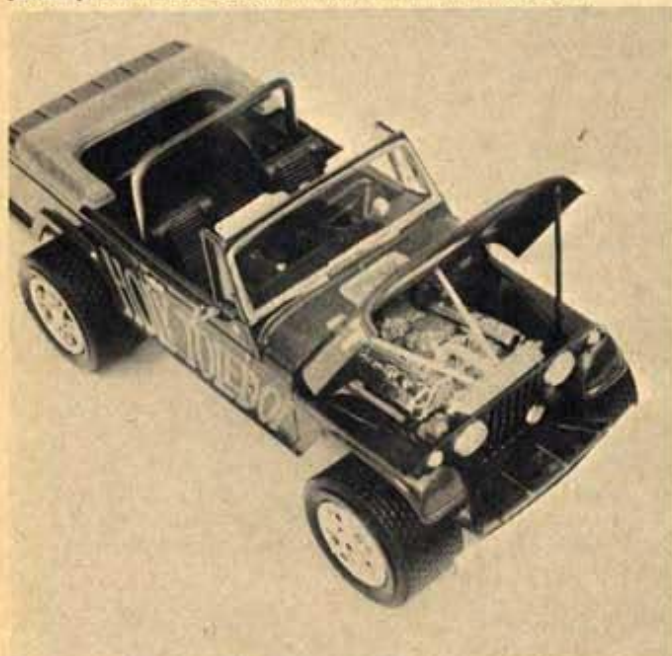




Add interior to body per MPC instructions. 1/8" of inner front fender panels will have to be trimmed to clear exhaust pipes.



Underside of Jeepster is fully detailed. Note drive shafts to both front and rear axles, springs and shocks.



With body in place, valve covers and engine braces are added to complete engine. That is one full engine bay.

Trim MPC decals close to letters and apply to sides, cutting away decal to clear door hinges.



1/25 scale four wheel drive Jeepster/dune dragger in action on a 1/25 scale desert somewhere in California.



NAMRA WORLD

WANT TO JOIN NAMRA? Write to this address for information. Please send a long, self-addressed, stamped envelope with your request.

NAMRA (North American Miniature Racing Assoc.)
P.O. Box 578
Times Square Station
New York, N.Y. 10036



The four Concoors selections prior to judging. Fast, and good looking combinations.

HOBBY TRACK of Levittown, on New York's Long Island, was the scene for the 1/24 Formula race sponsored by *Model Car & Science* and NAMRA. This was the first time NAMRA raced at Hobby Track and we were anxious to get there early to set up inspection and registration. Several out-of-state members had the same idea because when we arrived at 8:45 a.m., three cars were parked out front.

Hobby Track is unique in that it's one of the few raceways visited that offers two identical courses. We're told the demand was great for this particular layout. We were running today on one of the twin 200-foot monsters, and it must be one of the fastest courses on the Island.

By ten a.m., registration, practice and tech inspection were completed, with the usual moans about guide shoe depth, ground clearance, exhaust pipe location, etc. Practice indicated that those who had come prepared to out handle the mob on specs alone had come armed with the S. African version of the 3L Honda. However, practice was also proving that they were having their hands full with the extra width making the cars almost impossible to pass within the turns. (Note: NAMRA last year increased its over-all width rule to 3½" to allow for such cars.)

Excessive sliding through the turns or esses was going to make it hard for anyone to pass them. However, no one was about to ask quarter nor give it, so there was no going down on the tolerance ruling.

Concoors being the next item on the schedule, the four best-looking cars

were brought out for final judging. And it was a tough one with one car already having tucked a previous Concoors award away. The No. 3 B.R.M. was looking for its second straight win. But this was not to be its day, as new Eagle out of the Rodriguez stable took it by a hefty margin.

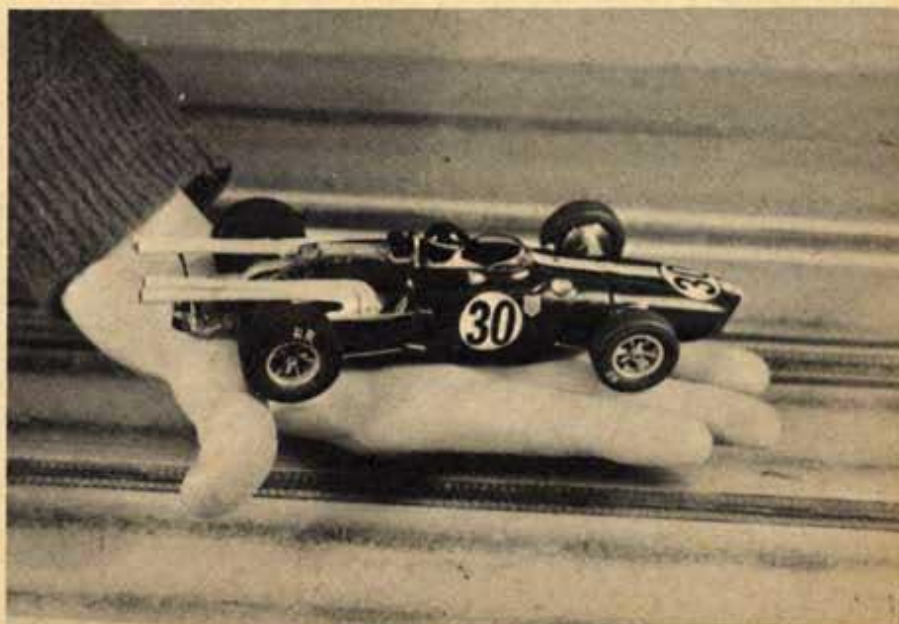
Such things as miniature labled Fram Filters, movable driver, and over eight hours spent on the making of authentic Eagle wheel inserts with 15 pieces per wheel, has to tilt the balance. So, it was another all-Rodriguez day in the Concoors arena. Qualifying got under way and some pretty fast machinery was telling of things to come. With the scores posted, the four top men were Fred Correnti, Roy Wong, Chip Chisena and

our man with the hat, Charles Cressi. A 60-lap Consie event was next with new member and store owner Tommy Stroehlein making the lineup. It obviously pays off knowing a course because when the go buzzer sounded, Stroehlein shot off the mark and proceeded to tour the track at a pace so frantic that he lapped the field. This continued throughout the first and second segments while Duane York and Ed Loo battled for second.

Loo's car showed that his previous displays of sheer speed were not flukes and he would blast pass York on every straight, while in the turns the York car that definitely had the edge in handling would even things up.

Holding down last place in this back

The winner on points, one handful of Weslake Eagle in 1/24 out of Lancer by Rodriguez.



and forth race was Chuck Hansen who seemed to be having some mechanical difficulty. Finally, on the last segment, poor Hansen—threw a wheel that obviously had been the cause of his previous grief and with only five laps to go—and with Stroehlein still in an untouchable lead.

York managed to pass Loo and handling was once again the victor over speed wrapping up a second for York, third for Loo and Hansen fourth. As for Tommy Stroehlein, it was not bad for the first time out.

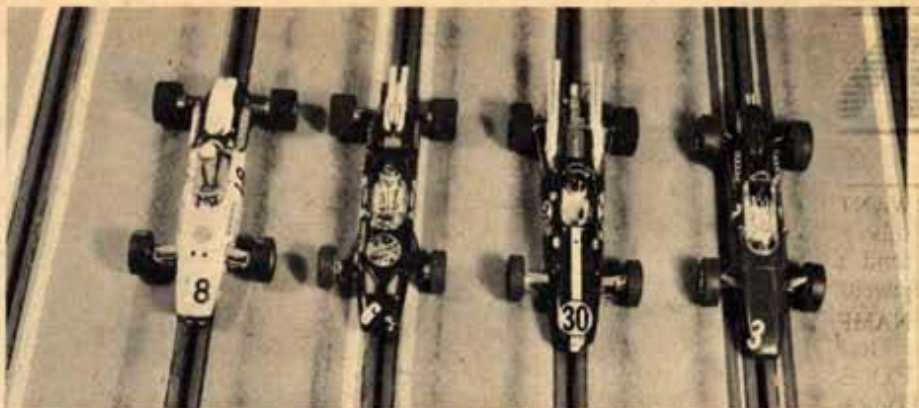
The Semi brought up some very big cars, and some very big drivers: Frank Bianchi with one of those wide Hondas, Ned Wagner one of the finest 1/32 drivers ever, Steve Nielsen who can always be counted on to fly low, and young Pete McCarthy, the best friend the British ever had.

The race gave way to a dual blast off the line by Bianchi's Honda and Wagner's Ferrari. We won't say that prudence was the better part of valor, but coming out, the Wagner Ferrari was second to Bianchi's Honda. The entire first segment saw Bianchi maintain this lead over Wagner and they both lapped Nielsen who was running third and McCarthy.

During the second segment, Bianchi continued to hold down his lead and Nielsen who had started to show signs of shaking McCarthy off at last came to an abrupt halt with yet another broken lead wire. This one driver has had a run of bad luck this year equaled only by the bad streak that befell former NAMRA Champion Howard Ursaner several seasons ago.

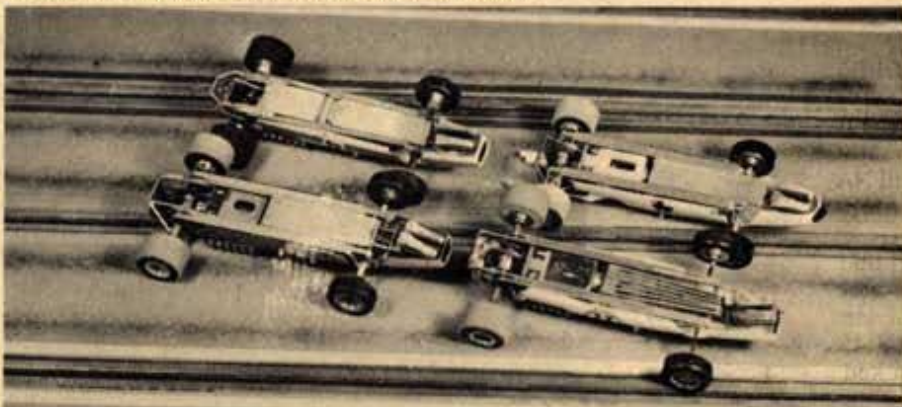
Wagner, who seems to get more of a real kick out of just running, sometimes relaxed just enough. Pete McCarthy made for the hole in the fence and bumped him for second. Wagner, now rested, dogged McCarthy a lap and slammed by him to retake the number two position and then began to close up the gap on first place Bianchi. But he had waited too long to make a move and as the flag fell, Bianchi's wide-tracked Honda screamed across the line first, with Wagner and McCarthy second and third. And far behind, a fast but too late Steve Nielsen.

The advantage that Fred Correnti and Roy Wong brought to Hobby Track for this event was not only youth this time with all its quick reflexes, but a very good knowledge of the track and what it requires—more perhaps



The starting line for the Concours race. Careful observation will indicate that both the Honda and the Eagle are crowding the lane spacing.

The four main event cars display their owners' chassis theories. Without question, some of the fastest cars in the east.



than the two men they were about to race against. Nevertheless, Chip Chisena and Charlie Cressi were in the finals, not because of their good looks but because of their ability to race and win. Both of them had come prepared to do just that. Both Wong and Correnti showed concern over the amount of bite they might be losing in certain turns. Their fears were unfounded as all four cars got off the mark together and through the same turns faster than any of the previous cars.

The main event had started. On the first segment, Wong went into immediate duel with running mate Fred Correnti. After several quick and short lead changes, that in the process lapped both Cressi and Chisena, Wong eased into the lead over all while Cressi and Chisena put on the second part of the show for third.

Wong's cars seem to have the secret of not only brute horsepower, but the ability to transfer all of it to the ground. The results are instant go and fantastic speed.

On the second segment, Correnti, who is not easily satisfied with anything but first, challenged Wong

again and got by him, with Cressi doing the same.

On the third segment there was more of the same, with Wong once again taking the lead from Correnti. With all this high speed passing and repassing, neither the first or second place cars had been able to lap the cars in third or fourth place. Cressi gave a small sigh of relief as he settled into third, when Chisena dropped out with unexpected mechanical troubles. And the boys held their positions 'til the end.

The fourth and final segment of the race started with Wong almost immediately taking back the lead.

The rest of the entire segment proved to be the most frantic back and forth duel yet seen in NAMRA racing with Correnti and Wong doing a one-two act throughout.

Final score, first, Fred Correnti, second Roy Wong, third Charles Cressi, fourth Chip Chisena.

Now all we had to do was fight the traffic home . . .

MC&S CLUB LISTING

Fill out this information sheet and mail it to us as soon as possible. We'll list your club in our MC&S Club Listing, which appears in each issue of MC&S. If you're looking for more fun and competition, let other clubs know where you're at. Make it a point to contact the clubs closest to you, and get that competition started. DO IT NOW!

Please print

Club name _____

City _____ State _____ Zip _____

Telephone area code _____ number _____

Is this a new club? Yes No

If "No" how long has your club been in existence? _____ Years _____ Months

How many members? _____

Do you have a minimum age for members? _____

Looking for new members? Yes No

Looking for competition from other clubs? Yes No

Average age of your members _____ years old.

How many tracks in your club? _____

Custom made tracks? (routed) Yes No

Tracks made from commercial track? (Revell, Monogram, etc.) Yes No

Is your club affiliated with NAMRA? (1/24 & 1/32) Yes No

Is your club affiliated with HOCCI? (HO scale) Yes No

If "yes" do you follow the NAMRA or HOCCI rules closely? Yes No

Which scales do you race? 1/24 1/32 HO

Do you race Ready-to-runs Kit cars Scratchbuilt

How often does your club race? _____

Any special night(s) of the week? _____

Do any of your members subscribe to MC&S? Yes No

Buy it on the newsstands? Yes No

Thank you! Your club will be listed approximately 60 days from today, or less.

LeMANS HO RACING CLUB
9637 East Lemon
Arcadia, Calif. 91006

MINIATURE AUTOMOBILE
FIENDS IN ACTION
5512 Pine Cone Road
La Crescenta, Calif. 91214
(213) 248-3690

W & W SLOT CAR CLUB
1368 Anza Way
Livermore, Calif. 94550
(415) 447-4890

STAMPERS OF PORTERVILLE
324 N. Murry Street
Porterville, Calif. 93257
(209) 784-2218

INTERNATIONAL SLOT CAR ASSN.
401 No. Lyall Avenue
West Covina, Calif. 91790

STEVE USHIJIMA
2465 Federal Avenue
West Los Angeles, Calif. 90064
479-2540

NIANTIC SLOT RACING ASSN.
5 Rockwell Street
Niantic, Conn. 06357
(203) 739-5173

INTERNATIONAL ASSN OF
AUTOMOTIVE MODELERS, INC.
4212 So. Mozart Street
Chicago, Ill. 60632

BRENTWOOD RACING ASSN.
826 Sunnyside Rd.
Roselle, Ill. 60172
(312) 529-7272

MINIATURE AUTOMOBILE
SLOT RACING ASSN.
Waterloo
Illinois 62298
(618) 939-7550

HO COMPETITION CLUB
904 No. 16th
Elwood, Ind. 46036
(317) 552-5842

INDY 1/32 SCALE
SLOT CAR CLUB
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Indianapolis, Ind.

GARY GRONER
7540 Aberdeen
Prairie Village, Ks. 66208
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FERNS COUNTY RACING CLUB
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EVERGREEN RACING CLUB
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No. Caldwell, N.J. 07006
(201) 228-1752

COMPETITION SLOT CAR CLUB
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47 Fairview Hill
Addison, N.Y. 14801
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AUBURN GRAND PRIX
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252-1114

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121-69 233 Street
Laurelton, N.Y. 11422

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Portland, Ore. 97216
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RD #1
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Tomaqua, Pa. 18252
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Sheboygan, Wisc. 53081
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TOMAH SLOT RACING CLUB
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WHEEL WINDERS RACE CLUB
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STEEL CITY SLOT RACING CLUB
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AMERICAN SCALE RACING ASSN.
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SOUTH AMERICA

THE WORD FROM THE WEE WORLD



BY
DENNIS
ELLIOTT

Let's talk about the big Hobby House HO mail-in race, coming up soon. First is the matter of entry fees. No entry fee will be charged any HOCCI member for the Hobby House race. The reason for this is that when I wrote up the announcement for last month's column, official HOCCI sanction had just been received and there was no time to consult HOCCI on all the details of the race. Thus, pressed for time, I substituted the "all entries must be accompanied by return postage" regulation for the usual \$1 entry fee. The entry fee system will no doubt be reinstated for all future races.

Now hear this: Any car that shows up for the race and is not accompanied by the return postage will *not* be mailed back to the owner. I think the instructions printed last month were simple and specific enough and neither HOCCI, Harrison or myself intend to pay postage out of our own pocket for those who failed to follow those simple instructions. So, if you didn't send the postage, you'd better do so at once or Richard and I thank you very much for your little slot racer.

Richard also wants it known that HO'ers who are not HOCCI members are welcome in the race. Entry fee for non-members is \$1.50. Non-members will run in the same races as members, but they will receive no points for their efforts. For example, if a non-member places first in a race, the eight points will go to the next highest placed HOCCI man and so on down the line. I want to emphasize that this is being done only at the insistence of Harrison himself, and that the second and third events at Elwood, Indiana, and Mini Wheels will be open to members only.

All in all, this first race of the 1968 MC&S-HOCCI Challenge Cup Series promises to be the biggest HO blast ever.

The pessimists who surround me are predicting that fewer than 50 cars will show up but, since there are 2,000 HOCCI members, we should have at least that many entries. What good does it do to be a member of HOCCI if you're not gonna race? I don't realistically expect 2,000 cars to show up, but we'll be ready for them if they do (and I've got my fingers crossed).

Biggest news this month, and perhaps the biggest news of the entire year as far as new products are concerned, comes from Aurora. Incredible as it may sound, Aurora has a new motor-chassis combo called the "Mini-Jet." The Mini is a pancake design similar to the old T-Jet, but very, very narrow. This means that (are you ready?) it will accommodate some pretty decent Formula One bodies.

I have received conflicting reports on the Mini's exact release date, but the smart money says not until September. It will, however, be available in a set sometime before it becomes separately available. I'm betting that Aurora will mount its six Cigarbox GP bodies on the Mini, and I wouldn't be surprised to see a fuel dragster body later this year.

It's all still a bit hard to believe, but my prayers for a GP motor have at last been answered and by the company I least expected it from. Although I would like to think my constant begging for the last few months had something to do with it, I'm sure Aurora has been working on the Mini-Jet for at least a year, and long before I stumbled on the scene.

A move like this from Aurora was so unexpected that it has left me all but speechless. I'll have quite a bit more to say next month about the tremendous impact the Mini will have on HO racing. For now, my thanks and a tip of the helmet to Aurora.

TRACK TEST: Richard Harrison "Full-House" Aurora McLaren, \$8.00.

After receiving several letters from readers asking whether or not Harrison's full-house cars are worth the bread, I decided to buy a full-house, test it and see.

First step was to pick up a stock Aurora McLaren at the local hobby shop and put it on the track. Right away I noticed that the McLaren is a dog of a car; it sits high and handles not at all like Bruce's 1/1-scale version. I finally managed a lucky 12.85 lap on our 50-foot six-lane track and averaged 13.23 for six steady laps.

I then mailed the car to Harrison along with an eight dollar check and when it came back a week later, it was an entirely different car. After a few laps to "run-in" the La Ganke Tiger-Arm, I was turning laps in the 11.5 second bracket and soon cranked off an 11.25 lap which is absolutely the fastest lap ever recorded on our track. In all fairness, though, I must say that the full-house chassis was sporting my favorite Ford GT body on that record lap, but that same night I used the poorer-handling McLaren body for our weekly GT/sports feature race and I beat John Merilatt's former lap record-holding Ford GT by a half-lap. My Harrison full-house is now the car to beat around here, which speaks well for Richard's building skill.

Is it worth it? Definitely, but only if (and Richard himself agrees with me on this) you are not a professional builder yourself. If you are a pro builder, I'd advise you to buy the parts from Richard and build your own full-house. If you're a novice or butterfingers builder with an urge to win, a Harrison car is the best answer.

For your money you get a super-lite body job, your choice of a Tiger-Arm or a Speedwound, silicones, super-vented frame (including tricky bottom cooling slits), shimmed magnets, Faller brushes, an independent front axle, improved electrical system (silver-soldered pickups, etc.), a beautiful paint and detail job complete right down to the sponsor decals and driver's goggles, and Richard's own personal attention, which is worth every penny he makes on the deal. I sure wouldn't put all that work into a car and sell it for anything less than \$20. Price is relative and, in this case, eight dollars is cheap.

CLUB NEWS: The HO Competition Club of Elwood, Indiana, (HOCCE, not to be confused with HOCCI) has to be the largest HO racing group in the entire country. HOCCE's president, Kim Shaw, was recently named the HOCCI Indiana Regional Director and, in addition to all this, Kim proved himself to be one of the fastest thumbs in Indiana as he came out on top in HOCCE's recently concluded HORRC (Road Racing Championship) Series. The final results were:

1. Kim Shaw 39 points
2. Ken Slayton . . . 37 "
3. Bob Hurst 33 "
4. Tom Hillan . . . 32 "
5. Ron Shaw 28 "
6. Ron Romig 23 "

Next month I'll have the results of the race for which HOCCE is famous: the Indy 500. Outside of the MC&S-HOCCI races, the 500 is probably the biggest HO race in the world. Racers come from all over Indiana and farther to compete for the Indy trophy, pace car and lap money. This year the Memorial Day race will be run on HOCCE's new handrouted Indy oval and promises to be the best and fastest ever.

HOCCE will also host the second race of the 1968 MC&S-HOCCI Challenge Cup Series on their six-lane road course sometime in October. The Elwood boys also print their own club newsletter. If you're looking for a club to join in Indiana, HOCCE is definitely the one. Their address is: 904 North 16th, Elwood, Indiana, 46036.

(Note: If space permits, each month I will attempt to spotlight a different HO club in an effort to help clubs gain new members and national recognition. If you'd like to take advantage of the Club News section, just send along the info and I'll print it.)

HOCCI DEPT.: HOCCI's new monthly column, "HOCCI World," is certainly a welcome addition to the magazine. My thanks to headquarters for the kind words about me contained in the first column (June MC&S).

One statement made in that first column particularly warmed my heart: "... the

requirements for the future HOCCE meets will have you up late preparing your car to make it legal, *and it just will not run if it does not comply.*" I am extremely happy to announce that HOCCE recently adopted one of the rules I suggested back in the March issue. Everyone please get out your rule book and add to it requirement No. 7: All cars must carry a minimum of three numbers, a minimum of 1/8" tall. (Please note: this does not mean that three digit numbers are required, but only three separate numbers, one on each side and the front. The number may be of any numerical value.) This rule unfortunately comes too late to affect the Hobby House race, but it will be enforced at all subsequent races.

Headquarters has finally decided to put the Stock Division controversy to a vote. All HOCCE members please write to HQ and tell them whether you would like to see the Stock Division continued or abolished. I have promised to shut my mouth and drop the issue forever if the vote goes for keeping the Stock Division, and HQ has hinted that it will be stricken from the books if the vote goes the other way. This is the showdown; every vote counts.

The tentative 1969 MC&S-HOCCE Challenge Cup Series schedule is almost complete. Only one race, the April event, is still open. There is a possibility that we will go to monthly mail-ins in '69 if enough tracks can be found. Here's the '69 schedule as it now stands: Feb.—Closter Hobby Center, Closter, N.J.; April—Open; June—Hobby House, Monroe, La.; Aug.—Spartan International Raceway, Pampa, Tex.; Oct.—HOCCE, Elwood, Ind.; Dec.—Mini Wheels, Highland Park, N.J.

Raceway owners, let me hear from you.

TABLE TOP RACEWAY CONTEST: The winning layout this month is owned by Orville Banasik of 2406 North 10th Street, Fargo, North Dakota 58102. Take a good look at the shots and I think you'll agree that Orville's track is the best yet entered. Orville's no slouch at detailing CP bodies either (dig that Chaparral 2-F).

Sad to say that the entries have slackened off somewhat. Let's get those pictures in, men; you've got just as good a chance at the free subscription as Orville had.

NEW STUFF DEPT.: Right on Tyco's heels comes Aurora with a 45-degree banked "Monza" curve section of its own. Also new from Aurora is a long overdue controller. I don't know how it performs as yet, but *anything* would be an improvement over the old so-called "Racing Speed Control."

Auto World has a new decal sheet out and it's a beauty. Over 25 different sponsor decals and, get this, NASCAR stock car racing numbers!!

Lancer just announced a new line of HO Formula One bodies but, as this is written, I don't know the price or even what's in the line. I do know, however, that they will come complete with driver and interior. Since I haven't seen them yet, I'm wondering whether they're designed around the T-Jet or if Aurora let Lancer in on the secret in time to design around the new Mini-Jet. It'll be real sad if the Lancer shells are bloated monstrosities in comparison to Aurora's injected bodies.

AJ's has a pair of new sponge "Do-Nuts"

for a mere 15 cents. They are oversize and will have to be sanded down to a legal half-inch diameter. Because of their extreme width, they will fit only the yellow "truck" hubs. They come in all colors (even black).

Richard Harrison has stocked the Hobby House with a few new items which are not available over the counter anywhere else in the country (as far as I know). Most important of these is a direct-from-the-factory Aurora driver figure at only 10 cents (finally!). He also has hot rod and Chaparral roll bars for a nickel.

Somehow Richard obtained a supply of German-made Faller brushes and he's selling them for 25 cents a pair (price subject to change). Richard says that these are the best brushes you can buy for Aurora cars. They work better and are more reliable than the silver or copper longlife brushes. They will replace the silver brushes in Harrison's full-house cars from now on.

Richard also promises to start carrying other Faller equipment, including the \$3 pancake motored cars, if the demand is great enough. He says that the Faller cars are as fast out of the box as a super-modified T-Jet with Speedwound armature, believe it or not.

RUMOR HAS IT...

...that Aurora is working on the Lotus Indy turbine which shook the Brickyard this year. I don't know about Aurora, but I wouldn't be surprised to see a Lancer Lotus.

You ain't seen nothin' until you've seen Colin Chapman's "Flying wedge;" HO has to have it (manufacturers take note).

...that Champion of Chamblee is *not* contemplating entering the HO market, at least not for a while. Last month's rumor was nothing but. Darn.

MANUFACTURERS TAKE NOTE: This was some month. I finally got both the GP motor and bodies and the separately available driver figure. But have I run out of things to ask for? Not on your sweet bippie, I haven't:

How about last year's Can-Am cars and this year's NASCAR stockers and Prototypes?

How about that decent lap counter and that gear puller?

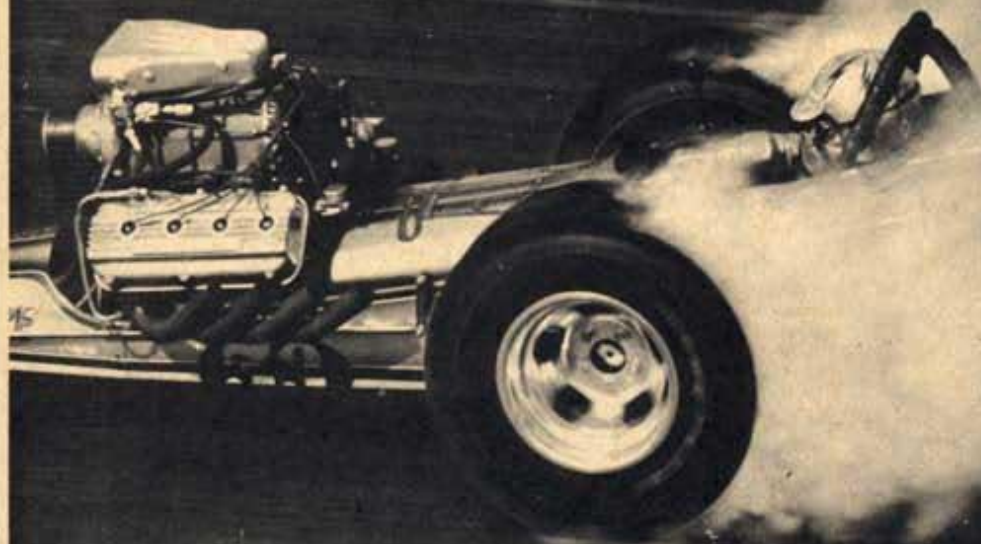
How about some new and different HO buildings and other scenic accessories, including spectators and pit crews (other than the tiny and expensive Preiser, etc., people)?

How about HO litter to strew around and make our layouts more realistic?

That's about it for this month, except to remind all thumbs within driving distance on Monroe that Richard and I plan to have an in-person pro-go Saturday night July 27 after we wrap up the mail-in races. This will be one of Richard's famous "night races" using a black light. Should be a wild event. Bring your favorite car and controller. See you there.



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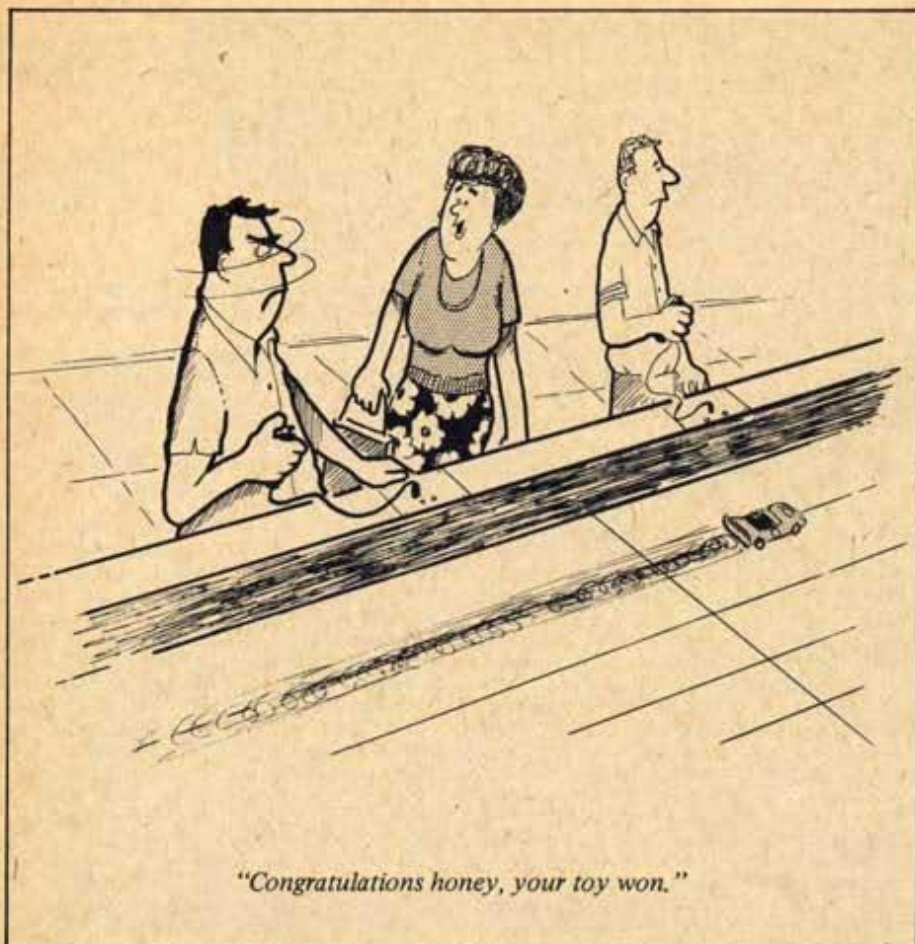
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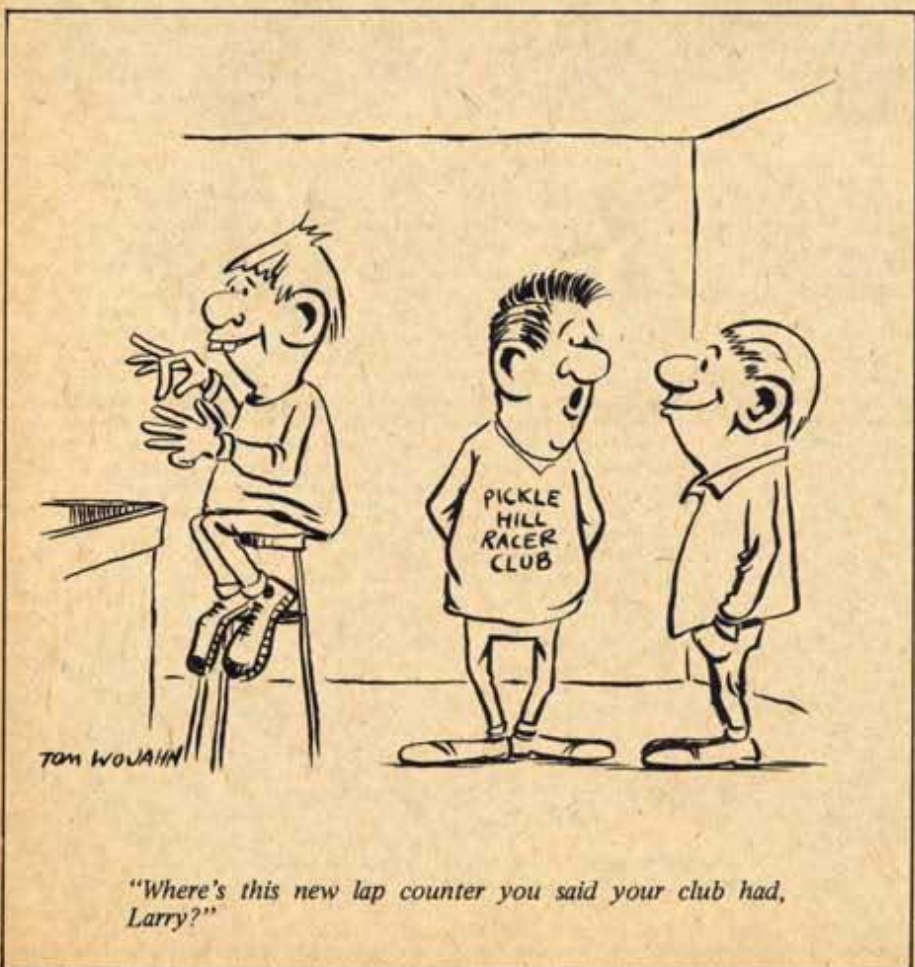
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By Tom Malone

THE TECH SHEET

got the job done but the motors would generally run hotter and require more amperage than the newer armatures. The explanation for this is that each type of material has its own hysteresis loop and soft steel has a fatter loop than, say, high quality silicon steel. If you wish to think of it one way, all the area inside this loop represents work in the form of heat which must be overcome in order to operate. The narrower the loop the cooler it will run and the less amperage it will draw free running. The fact that the motor is faster and develops more horsepower for a given voltage at a lower amps drawn, means higher efficiency with the narrow loop.

The older soft steel laminations had a shiny bare metal appearance, and the next set of armatures were the same .014" thickness and the same O.D. dimensions but they had a dull, light gray appearance. These were made from good quality silicon steel but they had an insulation on their flat surface to cut down the eddy currents (which causes internal heat) and they were also heat treated and annealed, which further cut down the internal heat. These armatures came out about the middle of May and they are far superior to anything produced previously. They are expensive to produce but this was necessary because of the newer hotter winds like double 27's and single 24 and 25's being wound. The new black end bell cured the melting problems and Lenz's 800° F solder and the 1320° F epoxy kept the whole thing from going "poof."

The newest .007" thick laminations are .515" O.D. and top quality armature steel and have the same surface insulation and annealing as before, so it has the same gray color. This armature has about the thinnest hysteresis loop of anything on the steel market and the armature as it stands is only one short step away from materials which are used in the space program. N.A.S.A. and aerospace motors sell for one hundred dollars or more, very often way over one hundred. The age of the two-dollar toy is a thing of the past, if you're talking about going fast.

The black case (black to radiate the heat) is a joy to behold. Apparently they remade the dies for the semi can shim so a bearing would fit directly into the end of the case, and soldered the sides shut. The case has some features I personally like. One, by its very design it keeps the magnets parallel for an equal air gap from front to rear. Two, it provides four holes to keep the end bell on so it can't rock back and forth (I never did like bend-over tabs). Three, the rear bearing can be soldered directly to the case and not to a bearing housing of brass or aluminum which has a nasty tendency to work loose on conventional type can designs. Fourth, and probably the most important feature, the case is .030" thick and coupled with the .015" semi can shim totals up to .045".

On the field strength meter, like the one I illustrated a few months back, it reads one point when held next to the outside of the case so flux leakage is nil. The low reading surprised me because with a regular can and shim of 45 thousandths thickness, I should

get a reading of six to eight points of flux leakage. So this can has different steel, and it works great.

I've checked over a number of these cases and they do not have die marks or ripples in the sides as most conventional cans do, which can really give you fits if you're trying to shim real close. With magnets and shim in place, there is .005" air gap on each side with the .515" O.D. armature.

When I talked to Bob Lenz at the Classic race he mentioned a number of other features they are working on including new heat sinks and soldering tabs, but for the first motors they will be using the conventional Mabuchi styled cover plates. I would recommend that these should be soldered to the heat sink or buy the pent-roof heat sink holders that Champion sells, and solder these to the Mabuchi 16D heat sinks. By this method you'll have the least voltage drop in the head and brush gear possible.

The best news about all this is that the various parts will be available separately. I guess I'm old fashioned because I still like to do my own rewinding, and I go one step further by wiping on 44/40 gum blueing before winding the armature. This process works better if you warm up the bare armature under a heat lamp or in an oven. In order to get a good dark color, it is usually necessary to sand or wire brush the curved faces of the stack. I've been doing this for, oh, about a year now, I guess.

The other development that appears is the new magnesium wire or silvo-core wire by Lenz. I saw the ad for this wire at the local distributor which claimed the wire was 66% lighter in weight and it delivered 30% more horsepower to the rear wheels. Frankly, I was a bit skeptical when I saw this so I bought a roll and tested it.

I measured out 50 feet of Mag wire and weighed it. Then I measured out 50 feet of copper wire. What do you know—the mag wire is lighter in weight, and by about 60 some percent too! As to the 30% more horsepower, I can't say, and testing this factor with any real accuracy would be very difficult, but I am inclined to believe it, also. I'm basing my opinions on the fact that when I dyno tested about 25 of the leading rewinds on the market, the Lenz wound with No. 24 magnesium wire had more torque and higher rpms than any of the others.

Let's see if I can unscramble some of the confusion about this wire. Heavy (double coated insulation) Formvar or similar wire, in No. 26 gauge, for instance, is .018" in diameter. Mag wire in No. 26 gauge is .015" or about .003" smaller.

In heavy insulation copper this .015" would put it into wire size between No. 27 (at .016") and No. 28 (at .014").

Now let's compare the mag wire to single bond insulation wire like Simco sells. The Simco high temp wire in No. 26 size is .016" thick, so the mag type wire is even thinner in diameter and it is also lighter.

In order to thoroughly confuse you, I should point out that the magnesium wire also has more resistance; about 60% more, so here again it is more like No. 28 in copper, but an equal length of copper wire

I heard from a pretty reliable source the other day that Mabuchi will no longer produce slot car motors and apparently it's true. The Hemi's are no longer being imported, so the commercial rewinds are finding their source of cheap raw materials being cut off and a very real dilemma must be faced. Either locate a new source of supply, such as Hong Kong, or invest in the tooling and have laminations and cases, etc., made here in the United States if they intend to stay in business.

The Mura-Lenz combination has elected to have its products made here in the U.S., and although the price is higher on the complete motor (\$14.95 versus \$10.95), they have decided to go "cabin class" and use the very best, most expensive materials available. So I can't kick too much over the price increase. The quality is there although it isn't apparent to the average slot racer.

Because Mabuchi's decision to quit came rather suddenly, the new motors will come out in various stages of development over a period of about two or three months, due to the different tooling times required for certain parts.

For instance, the black unmeltable end bell showed up at the last U.S.R.A. race at Classic Speedway in Los Angeles, as reported by Gene Hustling in a recent issue. A few weeks later a new black case came on the market. The prototype of the new armature laminations was used in that race also, and became available about the time the new cases showed up. Next came the quality bearings and finally a newly designed armature lamination only .007" thick and this one looks like the ultimate, with about 68 to 70 laminations on an armature.

I guess I'd better back up a bit here and fill you in on the history of some of these motors, for their technical evolution is interesting.

Mura has had its own laminations stamped here in the U.S. for some time and these were a soft steel .524" in diameter. It

is heavier and has slightly higher resistance, so the mag wire still has a point going for it.

It works out like this:

	Wt.	O.D.	Ohms
Heavy #26 copper	3.8 grams	.018"	4.28
Single #26 Mag wire	1.6 grams	.015"	6.05
Single #28 copper	2.45 grams	.013"	6.49

Let's say the normal short stack bare armature weighs approximately 7.7 grams and we put five feet of copper on it and then compare this to five feet of magnesium wire. The copper No. 26 wire weighs about 1.9 grams and No. 28 weighs about 1.25

grams, while the mag wire weighs about .8 grams, or slightly less.

If we compare the percentage of the various wires to the total weight of the armature and wire it works out that the single No. 26 of copper is about 19% of the total weight of the wire and armature together and 14% for the single No. 28 in copper, but on 9.4% of the total weight for the No. 26 magnesium wire.

I'm convinced that the armature's weight is a very real factor to be considered, because with less inertia of the lighter armatures it does give faster acceleration

and better brakes, but it must be remembered that a single of No. 26 magnesium has about the same resistance as an armature would with copper wire two sizes smaller, or No. 28 wire. Now this would yield a milder wind so if it were used on power packs or with poor supplies you will get "amp sucked" when running against a No. 26 of copper. On good battery supplies the mag wire will come out better than the copper wound armature because of lighter weight, as long as the "mag" wire is two sizes larger.

Now, let's look at another aspect of these new armatures. Because the laminations are made from better material, they draw less current regardless of whether they are wound with magnesium or copper wire. Instead of drawing 6 or 8 amps on the track at peak surges, you're drawing, say, 4 amp with No. 25 copper wire. Instead of drawing 1.8 amps or even 2 amps free running with an SP 80 armature, you could expect about .8 amps or less with the new armatures. So what happens on a low amp power supply—again you get amp sucked. The solution is to wind a hotter wind and let the increased efficiency of these new armatures and cases make up the difference, or go to triple winds such as 35 turns of triple 30.

As I see it, in practical terms, Mura and Lenz were forced to wind lower ohmage, hotter armatures so they wouldn't be amp sucked by less efficient motors. In checking out the new cases I find that their *Versitic* type magnets increased 300 to 350 gauss and that is a whopping amount. This increase of efficiency means that the hotter winds will still run cooler than they ever would with imported laminations.

On good power supplies, where amp sucking is not possible, the hotter winds stay cooler than their less efficient counterparts, so they will generally run faster and better.

Club tracks and home racing sets with limited power supplies will find these armatures and cases making a whole new game of this racing, because these people will find that they can rewind lower than they ever thought possible before, and more than a few lap records are going to fall.

But what happens now to the smaller rewinding companies without Mabuchi parts? Frankly, I don't know what the future holds.

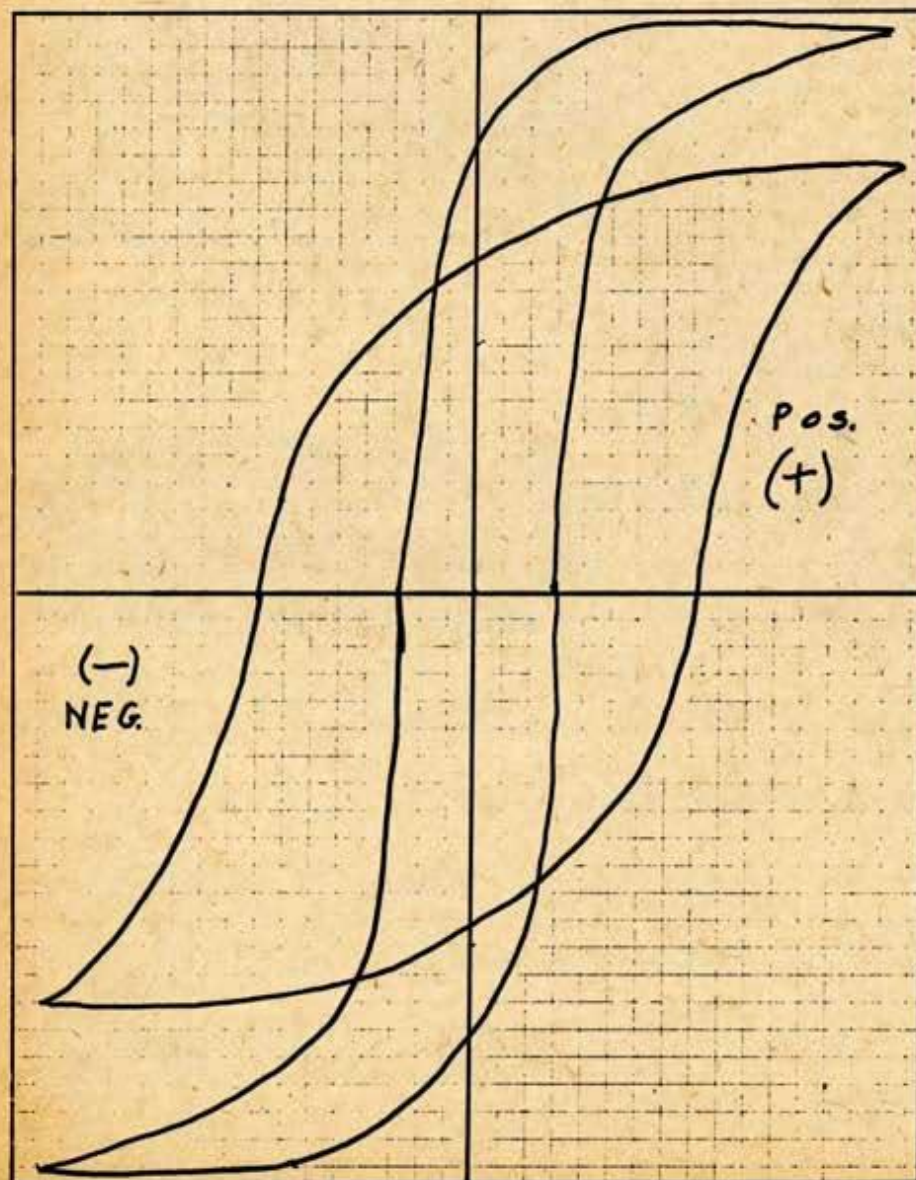
Champion makes their own laminations but in talks with their reps they say their future 517's will have black cases and black shims. Two new types of laminations will be coming out shortly which will be out of steel with about one-third the hysteresis core loss that was in the previous 517's. These newer armatures will be fully annealed and have improved insulation between the plates where previous 517 stacks had not. They talk of new heat resistant end bells, better shunted brushes and more precise truing of comms and armatures. Whether the new 517 will cost more, I don't know, for at this writing these new items are not yet available, so I'm unable to evaluate them. But I'm in favor of any improvement quality-wise by any rewinder.

As I see it, you and I are the ones who really benefit from all these improvements.

The thinner hysteresis loop has less area than short fat loop, so there is less heat every time the armature changes polarity. Also, thin loop goes out farther so its potential saturation is greater.

NEG. (-)

POS. (+)



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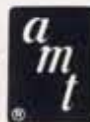
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